SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

142

To Take Effect Tuesday, December 31, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. J. JORDAN,
Superintendent.

EASTWARD

San Francisco Subdivision.

Time Table No. 142

December 31, 1935

FIRST CLASS

Capacity of sidings and spurs in car lengths	126	36	124	170	120	168	166	116	164	162	114	112	174	244	34	72	110	108	38	Distance from San Francisco	STATIONS
	Passenger	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Motor		
	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SATURDAY ONLY	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily		
San Francisco Terminal Yard BKWOIT YP	3.15PM	3.05PM	2.15PM	1.35PM	1.15PM	1.00PM	12.30PM	12.15PM	12.10PM	11.15AM	11.00AM	9.30AM	9.30AM		8.05AM	8.00AM	7.00AM	6.00AM	12.15AM	0.0	TO-R SAN FRANCISCO 1.9
	f			f													f			1.9	23D STREET 1.2
P	f																			3.1	14TH AVE. 1.0
	f							f												4.1	PAUL AVE. 1.1
BKWO ITP	3.24	3.14	f 2.24	1.44	f 1.24	1.09	12.39	f12.24		f11.24	f11.10	f 9.39	f		f8.14	8.09	s 7.10	f 6.09	f12.24	5.2	BAYSHORE 1.3
P												f	f				f		f	6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWER 1.7
												f	f		f		s	f		8.6	BUTLER ROAD 0.7
	s 3.30		s 2.30	s 1.49	s 1.30		s12.45	s12.30		s11.30	s11.16	s 9.46	s 9.45		s8.20		s 7.17	s 6.16	s12.31	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	s 3.34		f 2.33	s 1.52	s 1.34		f12.48	f12.34		f11.33	s11.20	s 9.50	s 9.48		s8.24		s 7.20	s 6.20	s12.34	11.0	SAN BRUNO 1.1
	f		f	f	f		f	f		f	f	f	f		f		f	f	f	12.1	LOMITA PARK 1.6
51 Center P	f		f	f	f		f	f		f	f	f	f		f		f	s	f	13.7	MILLBRAE 1.5
52 Spur P	s		s	s	s	s	s	s		s	s	s	s		s		s	s	s	15.2	BROADWAY 1.1
60 Spur P	s 3.44		s 2.43	s 2.03	s 1.45	s 1.25	s12.58	s12.44		s11.43	s11.31	s10.00	s 9.57		s8.36	s 8.22	s 7.31	s 6.35	s12.44	16.3	BURLINGAME 1.6
91 Center WP	s 3.48	3.29	s 2.47	s 2.07	s 1.49	s 1.29	s 1.02	s12.48		s11.47	s11.35	s10.05	s10.01		s8.40		s 7.34	s 6.40	s12.48	17.9	SAN MATEO 1.0
	f		f	f	f		f	f		f	f	f	f		f		f	f	f	18.9	LESLIE 1.1
31 Spur																				20.0	BAY MEADOWS 0.3
24 Spur	f						f			f	f	f	f		f		f	f	f	20.3	BERESFORD 1.6
28 Spur P	s		s	s	s		f	f		f	s	s	s		s		s	s	f	21.9	BELMONT 1.3
51 Center P	s 3.58		s 2.57	s 2.17	s 1.58		s 1.11	s12.58		f11.57AM	s11.44	s10.14	s10.09		s8.50		s 7.45	s 6.50	f12.58	23.2	SAN CARLOS 2.2
Yard	s 4.02		s 3.01	s 2.21	s 2.02	s 1.39	s 1.15	s 1.02	s12.42	s12.01PM	s11.48	s10.18	s10.13		s8.54		s 7.49	s 6.57	s 1.02	25.4	REDWOOD CITY 0.8
WIYP	4.04	3.39	3.03	2.23	2.04	1.41	1.17	1.04	12.44	12.03	11.50	10.20	10.15		8.56	8.33	7.51	6.59	1.04	26.2	R REDWOOD JCT. 1.6
51 Center	f		f	f	f	s	f	f	s	f	f	f	f		f		f	f	f	27.8	ATHERTON 1.1
41 Spur P	s		s	s	s	s	s	s	s	f	s	s	s		s		s 7.57	s	f	28.9	MENLO PARK 1.2
51 Spur P	s 4.14		s 3.12	s 2.31	s 2.12	s 1.49	s 1.26	s 1.13	s12.53	s12.11	s11.59AM	s10.30	s10.24		s9.05	s 8.40	s 8.00	s 7.10	s 1.13	30.1	PALO ALTO 1.7
53 Center KWYP	s 4.17		s 3.15	s 2.35	s 2.15	s 1.53PM	s 1.30	s 1.17		s12.15	s12.03PM	s10.34	s10.27		s9.09		s 8.03	s 7.13	f 1.16	31.8	R MAYFIELD 3.0
	f							f		f							f	f		34.8	CASTRO 1.3
51 Center P	s 4.24		s 3.21	s 2.41	s 2.21	Via Los Altos	s 1.36	s 1.23		s12.21	s12.11	s10.41	s10.33	Via Newark	s9.15	8.46	s 8.09	s 7.20	f 1.22	36.1	MOUNTAIN VIEW 2.7
77 Spur P	s 4.29		s 3.25	s 2.46	s 2.26		s 1.41	s 1.28		s12.26	s12.16	s10.46	s10.37		s9.20		s 8.14	s 7.24	f 1.27	38.8	SUNNYVALE 2.0
50 Center	f				f					f		f	f		f		f	f		40.8	LAWRENCE 3.5
San Jose Term. Yard KIP	s 4.38		s 3.38	s 2.55	s 2.33		s 1.48	s 1.35		s12.33	s12.23	s10.54	s10.44	9.45AM	s9.28		s 8.23	s 7.38	f 1.35	44.3	R SANTA CLARA 0.9
KP																				45.2	R SAN JOSE YARD 0.5
IP	f		f		f		f			f	f		f	f	f		f	f		45.7	COLLEGE PARK 1.2
BKWY OITP	s 4.45PM	s4.06PM	s 3.45PM	s 3.00PM	s 2.40PM		s 1.55PM	s 1.40PM	s 1.15PM	s12.40PM	s12.30PM	s11.00AM	s10.50AM	s 9.50AM	s9.34AM	s 9.00AM	s 8.30AM	s 7.45AM	s 1.40AM	46.9	TO-R SAN JOSE
	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SATURDAY ONLY	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily		(46.9)
	(1.30) 31.27	(1.01) 46.13	(1.30) 31.27	(1.25) 33.11	(1.25) 33.11	(0.53) 36.00	(1.25) 33.11	(1.25) 33.11	(1.05) 43.29	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.20) 35.18	(0.05) 31.20	(1.29) 31.62	(1.00) 46.90	(1.30) 31.27	(1.45) 26.80	(1.25) 33.11		Time over District Average Speed per Hour

Automatic Block System

Double Track

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Register and Standard Clock at Santa Clara located in interlocking tower.

Water supply Redwood Junction, located on Dumbarton line.

☞**NOTE.—See pages 3, 4, 5 and 6 for additional trains between San Francisco and San Jose.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	San Mateo Palo Alto	Receive	Beyond San Jose		Daily
36	Burlingame Redwood City Palo Alto	To discharge passengers from San Francisco and receive passengers for points beyond San Jose.			Sundays and Holidays

All flag stops at College Park for revenue passengers only.

San Francisco-San Jose local passenger trains and No. 38 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac and Pumork.

Additional Stations	
Aqua (Spur)	MP 12.9
Howest (Spur)	MP 16.8
Romac (Spur)	MP 19.7
Pumork	MP 22.7

Time Table No. 142

December 31, 1935

San Francisco Subdivision.

WESTWARD

FIRST CLASS

Automatic Block System

Double Track

STATIONS	Distance from San Jose	105	259	107	169	109	111	115	117	77	121	123	125	129	131	75	133	73	31	135	173
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Lark	Passenger	Passenger	Santa Cruz	Passenger	Passenger
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 6.20AM		s 7.15AM	s 7.15AM	s 7.30AM	s 7.45AM	s 8.00AM	s 8.05AM	s 8.10AM	s 8.17AM	s 8.23AM	s 8.30AM	s 8.40AM	s 8.55AM	s9.00AM	s 9.20AM		s 9.40AM	s 10.05AM	s 10.10AM
23D STREET 1.2	45.0	s		s		s	s	s													
14TH AVE. 1.0	43 8	s		s																	
PAUL AVE. 1.1	42.8						s														
BAYSHORE 1.3	41.7	s 6.07		s 7.03	f 7.04	s 7.18	s 7.33	s 7.48						8.31	8.45	8.50	9.10		9.31	9.56	f10.01
VISITACION 0.4	40.4			f																	
R VISITACION TOWER 1.7	40.0																				
BUTLER ROAD 0.7	38.3			s			s														
SO. SAN FRANCISCO 1.1	37.6	s 6.01		s 6.54	s 6.58	s 7.12	s 7.27		s 7.50				s 8.15		s 8.39		s 9.04			s 9.50	s 9.55
TANFORAN WYE 0.6	36.5																				
SAN BRUNO 1.1	35.9	s 5.57		s 6.50	f 6.55	s 7.08	s 7.23	s 7.41						s 8.22	s 8.36		s 9.01			s 9.47	f 9.52
LOMITA PARK 1.6	34.8	s		s	f	f	s	s						s	s					s	f
MILLBRAE 1.5	33.2	s		s	f		s		s			s					s			f	f
BROADWAY 1.1	31.7	s		s	s	s	s	s	s		s 7.55		s 8.07	s	s		s			s	s
BURLINGAME 1.6	30.6	s 5.46		s 6.40	s 6.45	s 6.57	s 7.11	s 7.30	s 7.37	s 7.41			s 8.04	s 8.12	s 8.25	s8.31	s 8.51			s 9.35	s 9.42
SAN MATEO 1.0	29.0	s 5.42		s 6.36	s 6.41	s 6.53	s 7.07	s 7.26	s 7.33				s 8.00	s 8.08	s 8.21		s 8.47		9.15	s 9.31	s 9.38
LESLIE 1.1	28.0	f 5.38		f	f	f	s		s 7.30				s 7.56		s					f	f
BAY MEADOWS 0.3	26.9																				
BERESFORD 1.6	26.6	f		f	f				f					f						f	f
BELMONT 1.3	25.0	s		s	f	s	s	s			s				s		s			s	f
SAN CARLOS 2.2	23.7	s 5.31		s 6.26	f 6.32	s 6.42	s 6.56	s 7.15	s 7.22					s 8.00	s 8.12		s 8.38			s 9.21	f 9.29
REDWOOD CITY 0.8	21.5	s 5.27		s 6.22	s 6.28	s 6.37	s 6.52	s 7.10	s 7.18			s 7.46		s 7.56	s 8.08		s 8.34			s 9.17	s 9.25
R REDWOOD JCT. 1.6	20.7	5.25		6.20	6.26	6.35	6.50	7.08	7.16	7.27	7.41	7.43	✗ 7.46AM	7.54	8.06	8.17	8.32		9.06	9.15	9.23
ATHERTON 1.1	19.1	f		f	f		s		s 7.13					s 7.51	s 8.03		f			s 9.12	f
MENLO PARK 1.2	18.0	s		s	f	s	s	s	s					s	s		s			s	f
PALO ALTO 1.7	16.8	s 5.16		s 6.12	s 6.19	s 6.27	s 6.41	s 7.00	s 7.07	s 7.22	s 7.35			s 7.45	s 7.57	s8.12	s 8.23		s 9.00	s 9.06	s 9.15
R MAYFIELD 3.0	15.1	s 5.08		s 6.08	f 6.16	6.24	s 6.37		s 7.03		7.31	7.36AM		s 7.41	s 7.53		s 8.20		8.57AM	s 9.03	f 9.12
CASTRO 1.3	12.1								f												
MOUNTAIN VIEW 2.7	10.8	s 5.02	Via Newark	s 6.02	f	s 6.18	s 6.31	s 6.50	s 6.56		s 7.26	Via Los Altos		s 7.35	s 7.48		s 8.14	Via Newark	Via Los Altos	s 8.57	s 9.06
SUNNYVALE 2.0	8.1	f 4.58		s 5.57	f	s 6.13	f 6.27	s 6.45			s 7.21				s 7.43		s 8.09			s	f
LAWRENCE 3.5	6.1	f		f	f	f			f	7.07				f		7.57	f				
R SANTA CLARA 0.9	2.6	f 4.50	f 4.55AM	s 5.50	s 6.00	s 6.05	f 6.20	s 6.38	s 6.46					s 7.22	s 7.36		s 8.03	f8.07AM		s 8.45	f 8.55
R SAN JOSE YARD 0.5	1.7																				
COLLEGE PARK 1.2	1.2	f	f	f		f		f						f	f					f	f
TO-R SAN JOSE	0.0	4.45AM	4.50AM	5.45AM	5.55AM	6.00AM	6.15AM	6.32AM	6.40AM	7.00AM	7.10AM			7.15AM	7.30AM	7.50AM	7.58AM	8.01AM		8.40AM	8.50AM
(46.9)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY
Time over District Average Speed per Hour		(1.35) 29.62	0.05) 31.20	(1.30) 31.27	(1.20) 35.18	(1.30) 31.27	(1.30) 31.27	(1.28) 31.98	(1.25) 33.11	(1.10) 40.20	(1.07) 42.00	(0.47) 40.60	(0.44) 35.73	(1.25) 33.11	(1.25) 33.11	(1.10) 40.20	(1.22) 34.32	(0.06) 26.00	(0.43) 44.37	(1.25) 33.11	(1.20) 35.18

Additional Stations
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
Pumork MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

All flag stops at College Park for revenue passengers only.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

☞NOTE.—See pages 2, 4, 5 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily
31	San Bruno	Discharge		Any Station	Funeral parties
135	Bay Shore	Discharge		Any Station	Daily

Time Table No. 142

December 31, 1935

FIRST CLASS

Capacity of sidings and spurs in car lengths	154	254	78	152	150	148	146	184	144	142	140	182	138	136	180	134	130	32	176	Distance from San Francisco	STATIONS
	Passenger	Passenger	Sunset Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Santa Cruz	Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX.SAT.,SUN & HOLIDAYS	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave SUN.& HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX.SAT,SUN & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SUN.& HOLIDAYS ONLY		
San Francisco Terminal Yard BKWOIT YP	7.20PM		6.45PM	6.20PM	5.50PM	5.30PM	5.26PM	5.23PM	5.23PM	5.20PM	5.17PM	5.03PM	5.03PM	4.50PM	4.45PM	4.20PM	4.10PM	4.00PM	3.30PM	0.0	TO-R SAN FRANCISCO 1.9
						s		f				f	f	s	f	f				1.9	23D STREET 1.2
P								f				f		f	f	f				3.1	14TH AVE. 1.0
								f				f		s						4.1	PAUL AVE. 1.1
BKWO ITP	7.29			f 6.29	f 5.59			f				f 5.14	5.12	s 5.01	f 4.54	s 4.31	4.19	4.09	3.39	5.2	BAYSHORE 1.3
P				f	f			f												6.5	VISITACION 0.4
KIP																				6.9	R VISITACION TOWER 1.7
								f				f		f	f	s				8.6	BUTLER ROAD 0.7
	s 7.34			s 6.35	s 6.05	s 5.45		s 5.39				s 5.20		s 5.08	s 5.00	s 4.39			f 3.45	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
P	s 7.37			s 6.39	s 6.09	s 5.48		f 5.42				s 5.24		s 5.12	f 5.03	s 4.42			f 3.48	11.0	SAN BRUNO 1.1
	f			s	s	s		f				f	s		f	s			f	12.1	LOMITA PARK 1.6
51 Center P	f			s	s	s		f				f	s		f	s			f	13.7	MILLBRAE 1.5
52 Spur P	s			s	s	s	s 5.46	s				s	s	s	s	s			s	15.2	BROADWAY 1.1
60 Spur P	s 7.46		s 7.08	s 6.49	s 6.20	s 6.00		s 5.52	s 5.45			s 5.35	s 5.29	s 5.20	s 5.12	s 4.52		s	s 3.57	16.3	BURLINGAME 1.6
91 Center WP	s 7.49			s 6.53	s 6.24	s 6.04	s 5.52	s 5.56	s 5.49		5.39	s 5.39	s 5.32	s 5.24	s 5.15	s 4.57	4.34	4.25	s 4.01	17.9	SAN MATEO 1.0
	f			s	s	s	s	f				f			f	s			f	18.9	LESLIE 1.1
31 Spur																				20.0	BAY MEADOWS 0.3
24 Spur				f	f	f		f				f	s			f			f	20.3	BERESFORD 1.6
28 Spur P	f			s	s	s	s	f				f		s	f	s			f	21.9	BELMONT 1.3
51 Center P	s 7.58			s 7.04	s	s		s 6.05	s		5.45	s 5.49		s	f 5.24	s 5.08			f 4.10	23.2	SAN CARLOS 2.2
Yard	s 8.02			s 7.08	s 6.40	s 6.18	s 6.06	s 6.09	s 6.01	s 5.51		s 5.53	s 5.42	s 5.37	s 5.28	s 5.12	s 4.43		s 4.14	25.4	REDWOOD CITY 0.8
WIYP	8.04		7.21	7.10	6.42	6.20	6.08	6.11	6.03	5.53	5.50	5.55	5.44	5.39	5.30	5.14	4.45	4.35	4.16	26.2	R REDWOOD JCT. 1.6
51 Center	f			f	f	f	s	f		s		f	s		f	s			f	27.8	ATHERTON 1.1
41 Spur P	s			s	s	s	s	f		s		s	s		f	s			f	28.9	MENLO PARK 1.2
51 Spur P	s 8.13		s 7.30	s 7.18	s 6.50	s 6.29	s 6.16	s 6.19	s 6.09	s 6.01	s 5.57	s 6.05		s 5.46	s 5.38	s 5.23	s 4.50		s 4.24	30.1	PALO ALTO 1.7
53 Center KWYP	s 8.16			s 7.22	s 6.54	s 6.33	s 6.20	s 6.23	s 6.13		s 6.01PM	s 6.09		s 5.50	s 5.41	s 5.27	s 4.53	s 4.43PM	s 4.27	31.8	R MAYFIELD 3.0
					f			f				f	f		f	f				34.8	CASTRO 1.3
51 Center P	s 8.22	Via Newark		s 7.28	s 7.00	s 6.39	s 6.26	s 6.29	s 6.19	s	Via Los Altos	s 6.16			s 5.47	s 5.34	s 5.00	Via Los Altos	s 4.33	36.1	MOUNTAIN VIEW 2.7
77 Spur P	f 8.26			s 7.32	f 7.05	s 6.44	f 6.31	s 6.34	s 6.24	s		s 6.21		s	s 5.51	s 5.39			s 4.37	38.8	SUNNYVALE 2.0
50 Center								f				f			f	f			f	40.8	LAWRENCE 3.5
San Jose Term. Yard KIP	f 8.34	8.29PM		f 7.39	f 7.14	f 6.53	f 6.38	s 6.42	s 6.31	s		s 6.30	s 6.11		f 5.59	s 5.48			s 4.44	44.3	R SANTA CLARA 0.9
KP																				45.2	R SAN JOSE YARD 0.5
IP	f					f	f	f				f	s		f	f				45.7	COLLEGE PARK 1.2
BKWY OITP	s 8.40PM	s 8.35PM	s 7.53PM	s 7.45PM	s 7.20PM	s 7.00PM	s 6.45PM	s 6.48PM	s 6.38PM	s 6.30PM		s 6.36PM	s 6.18PM	s 6.12PM	s 6.05PM	s 5.55PM	s 5.15PM		s 4.50PM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX.SAT.,SUN & HOLIDAYS	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SATURDAY ONLY	Arrive Daily EX SAT., SUN. & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive SUN.& HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX.SAT,SUN & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SUN.& HOLIDAYS ONLY		(46.9)
	(1.20) 35.18	(0.06) 26.00	(1.08) 41.38	(1.25) 33.11	(1.30) 31.27	(1.30) 31.27	(1.19) 35.62	(1.25) 33.11	(1.15) 37.52	(1.10) 40.20	(0.44) 43.36	(1.33) 30.26	(1.15) 37.52	1.22) 34.32	(1.20) 35.18	(1.35) 29.62	(1.05) 43.29	(0.43) 44.37	(1.20) 35.18		............Time over District ....Average Speed per Hour

Automatic Block System

Double Track

☞NOTE.—See pages 2, 3, 5 and 6 for additional trains between San Francisco and San Jose.
Water supply at Redwood Jct. located on Dumbarton line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
32	Palo Alto	Receive	Any Station		Friday
32	Palo Alto	Receive or Discharge		Any Station	Saturday

All flag stops at College Park for revenue passengers only.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations	
	Aqua (Spur) MP 12.9
	Howest (Spur) MP 16.8
	Romac (Spur) MP 19.7
	Pumork MP 22.7

Register and Standard Clock at Santa Clara located in interlocking tower.

San Francisco Subdivision.

WESTWARD

Time Table No. 142
December 31, 1935

Automatic Block System
Double Track

STATIONS	Distance from San Jose	137	139	35	39	141	69	143	147	149	179	37	41	151	153	183	155	71	33	43
		FIRST CLASS																		
		Passenger	Passenger	Del Monte	Del Monte	Passenger	Coaster	Passenger	Passenger	Passenger	Passenger	Motor	Motor	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger
		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI. DAYS ONLY
TO-R SAN FRANCISCO 1.9	46.9	s 10.40AM	s 11.05AM	s 11.30AM	s 11.55AM	s 12.01PM	s 12.10PM	s 1.25PM	s 3.00PM	s 4.05PM	s 4.05PM	s 5.05PM	s 5.10PM	s 5.30PM	s 6.15PM	s 7.10PM	s 7.20PM	s 8.45PM	s 9.10PM	s 9.30PM
23D STREET 1.2	45.0				f				f				f	f		f				
14TH AVE. 1.0	43.8				f															
PAUL AVE. 1.1	42.8				f									f						
BAYSHORE 1.3	41.7	10.31	10.56	11.20	f 11.43	f 11.51AM	11.59AM	1.16	f 2.49	f 3.55	f 3.55	4.55	f 4.59	f 5.18	f 6.05	f 7.00	f 7.09	8.35	9.00	9.20
VISITACION 0.4	40.4													f						
R VISITACION TOWER 1.7	40.0																			
BUTLER ROAD 0.7	38.3				f							f	f	f					f	f
SO. SAN FRANCISCO 1.1	37.6		s 10.50		s 11.37	s 11.44		s 1.10	s 2.43	s 3.48	f 3.49	s 4.48	f 4.53	s 5.10	s 5.59	s 6.54	s 7.02		f 8.54	f 9.13
TANFORAN WYE 0.6	36.5																			
SAN BRUNO 1.1	35.9		f 10.46	11.12	f	s 11.40	11.50	s 1.06	s 2.39	s 3.43	f 3.45		f 4.50	s 5.05	s 5.55	f 6.50	s 6.58		f 8.51	f 9.09
LOMITA PARK 1.6	34.8		f		f	f		f	f	f	f		f		f	f	f			
MILLBRAE 1.5	33.2		f		f	f		f	f	f	f		f	f	f	f	f			
BROADWAY 1.1	31.7		s		s	s		s	s	s	s	s	s	s	s	s	s		s	s
BURLINGAME 1.6	30.6	s 10.15	s 10.37		s 11.24	s 11.29		s 12.57	s 2.30	s 3.32	s 3.37	s 4.34	s 4.40	s 4.55	s 5.46	s 6.42	s 6.48	8.20	s 8.42	s 8.59
SAN MATEO 1.0	29.0	s 10.12	s 10.33		s 11.20	s 11.25	s 11.39	s 12.53	s 2.26	s 3.28	s 3.33	s 4.30	s 4.36	s 4.50	s 5.41	s 6.38	s 6.44		s 8.38	s 8.55
LESLIE 1.1	28.0		f		f	f		f	f	f	f		f	f	f	f	f			
BAY MEADOWS 0.3	26.9																			
BERESFORD 1.6	26.6				f	f			f	f	f		f	f		f	f			
BELMONT 1.3	25.0	10.07	s		f	s		f	s	s	f		s	s	f	s	s		f	f
SAN CARLOS 2.2	23.7		s 10.24		f	s 11.15		s 12.44	s 2.16	s 3.15	f 3.24		f 4.26	s 4.39	s 5.31	f 6.29	s 6.34		s 8.29	f 8.44
REDWOOD CITY 0.8	21.5	s 10.03	s 10.20		s 11.07	s 11.11		s 12.41	s 2.12	s 3.11	s 3.21	s 4.19	s 4.22	s 4.35	s 5.27	s 6.26	s 6.30		s 8.25	s 8.40
R REDWOOD JCT. 1.6	20.7	10.01	10.18	10.54	11.05	11.09	11.27	12.39	2.10	3.09	3.19	4.17	4.20	4.33	5.25	6.24	6.28	8.07	8.23	8.37
ATHERTON 1.1	19.1		f		f	f		f	f	f	f		f	f	f	f	f		f	f
MENLO PARK 1.2	18.0		s		f	s		s	s	s	f		s	s	s	f	s		f	f
PALO ALTO 1.7	16.8	s 9.55	s 10.10	s 10.49	s 10.57	s 11.01	s 11.22	s 12.31	s 2.02	s 3.01	s 3.11	s 4.10	s 4.12	s 4.25	s 5.17	s 6.16	s 6.20	s 8.02	s 8.15	s 8.28
R MAYFIELD 3.0	15.1		s 10.07		f 10.53	s 10.57		s 12.27	s 1.58	s 2.57	s 3.07		f 4.08	s 4.19	s 5.13	f 6.12	s 6.12		s 8.11	s 8.24
CASTRO 1.3	12.1				f	f							f	f		f	f			
MOUNTAIN VIEW 2.7	10.8		s 10.01		f 10.47	s 10.51		s 12.22	s 1.52	s 2.52	f 3.02	s 4.02	f 4.02	s 4.12	s 5.07	f 6.07	s 6.07		s 8.06	s 8.18
SUNNYVALE 2.0	8.1	9.44	s		f 10.42	s 10.47		s 12.17	s 1.47	s 2.47	f 2.57	s 3.57	f 3.57	s 4.06	s 5.02	f 6.02	s 6.02		f 8.02	f 8.13
LAWRENCE 3.5	6.1				f	f			f	f	f		f	f	f	f	f	7.47		
R SANTA CLARA 0.9	2.6		s 9.50		f 10.35	s 10.40		s 12.10	s 1.40	s 2.40	f 2.50	3.50	f 3.50	s 3.59	s 4.55	s 5.55	s 5.55		s 7.55	s 8.06
R SAN JOSE YARD 0.5	1.7																			
COLLEGE PARK 1.2	1.2				f	f			f	f			f	f	f	f	f		f	f
TO-R SAN JOSE	0.0	9.35AM	9.45AM	10.30AM	10.30AM	10.35AM	11.00AM	12.05PM	1.35PM	2.35PM	2.45PM	3.45PM	3.45PM	3.53PM	4.50PM	5.50PM	5.50PM	7.40PM	7.49PM	8.00PM
(46.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave SUN. & HOLIDAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI. DAYS ONLY
Time over District Average Speed per Hour		(1.05) 43.29	(1.20) 35.18	(1.00) 46.90	(1.25) 33.11	(1.26) 32.72	(1.10) 40.20	(1.20) 35.18	(1.25) 33.11	(1.30) 31.27	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.37) 29.01	(1.25) 33.11	(1.20) 35.18	(1.30) 31.27	(1.05) 43.29	(1.21) 34.74	(1.30) 31.27

Additional Stations
Aqua (Spur) MP 12.9
Howest (Spur) MP 16.8
Romac (Spur) MP 19.7
Pumork MP 22.7

Register at Santa Clara located in interlocking tower.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

All flag stops at College Park for revenue passengers only.

☞ NOTE.— See pages 2, 3, 4 and 6 for additional trains between San Jose and San Francisco.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
155	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
141	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
33-43	Any Station	Discharge		Beyond Los Gatos	Daily
71	Burlingame	Discharge		Watsonville Jct.	Daily
35	Palo Alto Redwood City San Mateo Burlingame	Discharge		Gilroy	Daily

San Jose-San Francisco local passenger trains and No. 41 stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	THIRD CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 142 December 31, 1935	Distance from San Jose	FIRST CLASS	THIRD CLASS	
	402	160	158	156	76	74	70				159	473	401
	Freight	Passenger	Passenger	Passenger	Lark	Passenger	Coaster				Passenger	Freight	Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
San Francisco Terminal Yard BKWOIT YP		10.45PM	9.45PM	8.35PM	8.30PM		7.45PM	0.0	TO-R SAN FRANCISCO 1.9	46.9	s 11.20PM		
								1.9	23D STREET 1.2	45.0	f		
P								3.1	14TH AVE. 1.0	43.8			
								4.1	PAUL AVE. 1.1	42.8			
BKWO ITP	8.00PM	f 10.54	f 9.54	f 8.44	8.39		7.54	5.2	BAYSHORE 1.3	41.7	s 11.10	2.20AM	5.30AM
P								6.5	VISITACION 0.4	40.4			
KIP								6.9	R VISITACION TOWER 1.7	40.0			
								8.6	BUTLER ROAD 0.7	38.3	f		
		s 11.00	s 10.00	s 8.50				9.3	SO. SAN FRANCISCO 1.1	37.6	s 11.03		
Y								10.4	TANFORAN WYE 0.6	36.5			
P		s 11.03	s 10.03	s 8.54				11.0	SAN BRUNO 1.1	35.9	f 11.00		
		f	s	f				12.1	LOMITA PARK 1.6	34.8	f		
51 Center P		f	f	f				13.7	MILLBRAE 1.5	33.2	f		
52 Spur P		s	s	s				15.2	BROADWAY 1.1	31.7	s		
60 Spur P		s 11.12	s 10.12	s 9.04	s 8.53			16.3	BURLINGAME 1.6	30.6	s 10.50		
91 Center WP		s 11.16	s 10.16	s 9.08			8.09	17 9	SAN MATEO 1.0	29.0	s 10.46		
		f	f	f				18.9	LESLIE 1.1	28.0	f		
31 Spur								20.0	BAY MEADOWS 0.3	26.9			
24 Spur			f	f				20.3	BERESFORD 1.6	26.6	f		
28 Spur P		f	f	f				21.9	BELMONT 1.3	25.0	f		
51 Center P		s 11.24	s 10.24	s 9.17				23.2	SAN CARLOS 2.2	23.7	s 10.38		
Yard		s 11.28	s 10.28	s 9.21				25.4	REDWOOD CITY 0.8	21.5	s 10.34		
WIYP	8.50PM	11.30	10.30	9.23	9.05		8.19	26.2	R REDWOOD JCT. 1.6	20.7	10.32	1.20AM	4.30AM
51 Center		f	f	f				27.8	ATHERTON 1.1	19.1	f	Via Dumbarton	Via Dumbarton
41 Spur P	Via Dumbarton	s	s	s				28.9	MENLO PARK 1.2	18.0	s		
51 Spur P		s 11.39	s 10.39	s 9.31	s 9.13		8.24	30.1	PALO ALTO 1.7	16.8	s 10.25		
53 Center KWYP		s 11.42	s 10.42	s 9.34				31.8	R MAYFIELD 3.0	15.1	s 10.22		
				f				34.8	CASTRO 1.3	12.1	f		
51 Center P		f 11.48	f 10.48	s 9.40		Via Newark		36.1	MOUNTAIN VIEW 2.7	10.8	s 10.16		
77 Spur P		f 11.52	f 10.52	f 9.45				38.8	SUNNYVALE 2.0	8.1	s 10.12		
50 Center			f	f				40.8	LAWRENCE 3.5	6.1	f		
San Jose Term. Yard KIP		f 11.59PM	f 10.59	f 9.53		9.17PM		44.3	R SANTA CLARA 0.9	2.6	s 10.05		
KP								45.2	R SAN JOSE YARD 0.5	1.7			
IP		f	f	f				45.7	COLLEGE PARK 1.2	1.2			
BKWY OITPY		s 12.05AM	s 11.05PM	s 10.00PM	s 9.35PM	s 9.25PM	s 8.45PM	46.9	TO-R SAN JOSE	0.0	10.00PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)		Leave Daily	Leave Daily	Leave Daily Ex. Monday
	(0.50) 25.20	(1.20) 35.18	(1.20) 35.18	(1.25) 33.11	(1.05) 43.29	(0.08) 19.50	(1.00) 46.90		Time over District Average Speed per Hour		(1.20) 35.18	(1.00) 21.00	(1.00) 21.00

Automatic Block System

Double Track

Water supply Redwood Jct. located on Dumbarton line.

☞**NOTE.—See pages 2, 3, 4 and 5 for additional trains between San Francisco and San Jose.**

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac, Pumork.

All flag stops at College Park for revenue passengers only.

Additional Stations	
Aqua (Spur)	MP 12.9
Howest (Spur)	MP 16.8
Romac (Spur)	MP 19.7
Pumork	MP 22.7

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
159	College Park	Receive	Any Station	Any Station	Monday
70	San Mateo Palo Alto	Receive	Santa Barbara		Daily

Register and Standard Clock at Santa Clara located in interlocking tower.

EASTWARD

San Francisco Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS 140 Passenger Leave Daily EX. SAT., SUN. & HOLIDAYS	32 Santa Cruz Leave Daily EX. SUNDAY	168 Passenger Leave SATURDAY ONLY	34 Passenger Leave Daily	46 Passenger Leave Daily EX. SUNDAY & HOLIDAYS	Distance from San Francisco		Time Table No. 142 December 31, 1935 Los Altos—Santa Cruz Branches STATIONS	Distance from Santa Cruz	FIRST CLASS 123 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	31 Santa Cruz Arrive Daily EX. SUNDAY	185 Passenger Arrive SATURDAY ONLY	45 Passenger Arrive Daily EX. SAT., SUN. & HOLIDAYS	33 Passenger Arrive Daily EX. SUNDAY & HOLIDAYS	43 Passenger Arrive SUN. & HOLI-DAYS ONLY
30 KWYP	6.02PM	4.45PM	1.55PM			31.8	TO-R	MAYFIELD 2.2	43.7	s 7.31AM	s 8.53AM				
	f	f	f			34.0		ALTA MESA 1.7	41.5	f	f				
22 Spur P	s 6.10	s 4.53	s 2.05			35.7		LOS ALTOS 1.8	39.8	s 7.24	s 8.46				
	s		s			37.5		SPRINGER ROAD 0.7	38.0	f					
	s	f	s			38.2		LOYOLA 1.5	37.3	f	f				
36	f		f			39.7		SIMLA 1.3	35.8	f					
7 Spur	s 6.20	f 5.02	s 2.15	Via San Jose	Via San Jose	41.0		MONTA VISTA 2.8	34.5	f 7.13	f 8.34	Via San Jose	Via San Jose	Via San Jose	Via San Jose
14 Spur	f	f	f			43.8		AZULE 1.4	31.7	f	f				
11	s 6.28	f 5.10	s 2.22			45.2		CONGRESS JCT. 0.9	30.3	f 7.04	f 8.26				
	f	f	f			46.1		SAN TOMAS 0.8	29.4	f	f				
	f	f	f			46.9		POLLARD ROAD 0.9	28.6	f	f				
	f	f	f			47.8		QUITO 0.3	27.7		f				
P	s 6.37	s 5.18	s 2.30	9.52AM	6.19AM	48.1 51.8	R Automatic Block System	VASONA JCT. 0.3	27.4	s 6.58	s 8.20	s 3.00PM	s 7.06PM	s 7.35PM	s 7.42PM
						52.1		BULWER 2.2	27.1						
67 WP	s 6.46PM	s 5.25	s 2.40PM	s 10.00	s 6.29AM	54.3	TO-R	LOS GATOS 1.8	24.9	6.52AM	s 8.14	2.50PM	6.56PM	s 7.28	s 7.35
				f		56.1		LYNDON 0.9	23.1		f			f	f
16 P		s 5.34		f 10.09		57.0		ALMA 1.5	22.2		s 8.04			f 7.18	f 7.25
		f		f		58.5		ALDERCROFT 1.5	20.7		f			f	f
20		f 5.43		f 10.18		60.0		EVA 0.3	19.2		f 7.54			f 7.09	f 7.16
P		f				60.3		CALL OF THE WILD 1.0	18.9					f	f
14 WP		s 5.47		s 10.22		61.3		WRIGHT 2.1	17.9		s 7.50			s 7.05	s 7.12
7 P		s		f		63.4		LAUREL 1.4	15.8		f			f	f
24 P		f 5.57		f 10.32		64.8		GLENWOOD 1.0	14.4		f 7.40			f 6.55	f 7.00
						65.8		CLEMS 0.8	13.4						
13 WP		6.02		10.37		66.6		TANK SIDING 0.8	12.6		7.35			f 6.50	f 6.55
		f		f		67.4		ZAYANTE 1.2	11.8		f			f	f
9		f 6.07		f 10.42		68.6		MEEHAN 1.8	10.6		f 7.30			f 6.45	f 6.50
55 P		f		f		70.4		OLYMPIA 1.7	8.8		f			f	f
		f		f		72.1		MT. HERMON 0.3	7.1		f			f	f
9 34 WP		s 6.17		s 10.53		72.4	TO	FELTON 0.9	6.8		s 7.20			s 6.34	s 6.37
4 Spur		f		f 10.57		73 3		BIG TREES 2.1	5.9		f			f	f
24 P		f **6.25**		f 11.02		75.4		RINCON 1.5	3.8		f 7.11			f **6.25**	f **6.25**
						76.9		GOLF LINKS 1.2	2.3						
18		f				78.1		EBLIS 0.3	1.1					f	f
				f		78.4		PARK STREET 0.8	0.8						
Term. Yd. BKWOTYP		s 6.35PM		s 11.15AM		79.2	TO-R	SANTA CRUZ	0.0		7.02AM			6.15PM	6.15PM
	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS			(43.7)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAY	Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY
	(0.44) 25.64	(1.50) 23.89	(0.45) 25.07	(1.23) 19.80	(0.10) 15.00			Time over District Average Speed per Hour		(0.39) 28.90	(1.51) 23.62	(0.10) 15.00	(0.10) 15.00	(1.20) 20.55	(1.27) 18.89

Westward trains are superior to trains of same class in opposite direction.

Exceptions:
- No. 46 superior to No. 123.
- No. 168 superior to No. 185.
- No. 140 superior to No. 45.

Oil supply at Santa Cruz for emergency only.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
123-140-168	Road crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily
34-32-31-33-43	Eccles M. P. 70	Receive or Discharge	Any Station	Any Station	Daily
168-140-32-31	Neal M. P. 33	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS 188 Passenger	Distance from San Francisco	Time Table 142 December 31, 1935 Santa Cruz Branch STATIONS	Distance from Watsonville Jct.	FIRST CLASS 187 Passenger
	Leave Daily				Arrive Daily
Term. Yard BKWOTYP	8.10AM	79.2	A. B. S. TO-R SANTA CRUZ 0.5	20.0	s 10.20AM
	s	79.7	A. B. S. CASINO 0.7	19.5	s
5 Spur	f	80.4	A. B. S. SEABRIGHT 0.5	18.8	f
4 Spur		80.9	TWIN LAKES 0.8	18.3	f
5 Spur		81.7	CLIFFSIDE 2.2	17.5	f
18 P	s 8.22	83.9	CAPITOLA 1.2	15.3	s 10.08
		85.1	NEW BRIGHTON 1.9	14.1	f
10 P	s 8.30	87.0	APTOS 0.7	12.2	s 10.00
5		87.7	FARLEY 2.0	11.5	
8 Spur		89.7	LEONARD 0.9	9.5	f
3 Spur	f	90.6	ROBROY 0.2	8.6	f
3 Spur		90.8	CRISTO 1.7	8.4	f
13 P	f 8.43	92.5	ELLICOTT 3.3	6.7	f 9.47
34 P		95.8	NUGA 2.0	3.4	f
Term. Yard BKWOTYP	s 8.55	97.8	WATSONVILLE 1.4	1.4	s 9.35
	s 9.00AM	99.2	TO-R WATSONVILLE JCT.	0.0	9.30AM
	Arrive Daily		(20.0)		Leave Daily
	(0.50) 24.00		..........Time over District.......... ....Average Speed per Hour..........		(0.50) 24.00

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table 142 December 31, 1935 Davenport Branch STATIONS	Distance from Davenport
Term. Yard BKWOTYP	79.2	TO-R SANTA CRUZ 1.9	11.5
47	81.1	ORBY 2.3	9.6
2 Spur	83.4	WILDER 2.5	7.3
35	85.9	GORDOLA 0.8	4.8
3 Spur	86.7	MAJORS 4.0	4.0
Term. WYP	90.7	R DAVENPORT	0.0
		(11.5)	

Service Performed by Extra Trains

EASTWARD San Francisco Subdivision.

Capacity of sidings and spurs in car lengths	SECOND CLASS 766 Freight	FIRST CLASS 76 Lark	70 Coaster	78 Sunset Limited	36 Del Monte	72 Daylight	38 Motor	Distance from San Francisco	Time Table No. 142 December 31, 1935 STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term. Yard BKWOITPY	11.00PM	9.40PM	8.55PM	7.58PM	4.10PM	9.06AM	1.55AM	46.9	TO-R SAN JOSE 2.2
San Jose Term. Yard I								49.1	W.P.R.R. Crossing 2.3
75 P	11.12	9.48	9.03	8.06	4.18	9.14	f 2.03	51.4 55.3	LICK 2.1
22 Spur P							f	57.4	EDENVALE 5.7
195 East WP 102 Center	11.28	9.58	f 9.13	8.16	4.28	9.24	f 2.16	63.1	TO COYOTE 3.2
85 P							f	66.3	PERRY 2.9
25 P							f	69.2	MADRONE 1.6
85 P	11.45	10.08	f 9.23	8.26	f 4.38	9.33	f 2.29	70.8	TO MORGANHILL 1.2
31 Spur							f	72.0	TENNANT 2.1
12 Spur								74.1	DURNEY 0.5
66 P	11.52		f 9.28		4.43	9.38	f 2.36	74.6	SAN MARTIN 2.4
72 P	11.57PM					9.45		77.0	RUCKER 2.1
14 Spur								79.1	LONOKE 1.6
100 KWOTP	12.20AM	10.19	s 9.40	s 8.39	s 4.53	s 9.51	s 2.50	80.7	TO-R GILROY 2.5
P								83.2	CARNADERO 0.9
65 Spur								84.1	NEMA 0.3
18 Spur								84.4	MILLER 2.7
79 WP	12.30	10.28	f 9.49	8.47	5.01	9.59	f 3.00	87.1	TO SARGENT 1.9
26 P								89.0	BETABEL 2.9
96 P		10.36	9.57	8.55	5.10	10.07	f 3.09	91.9	CHITTENDEN 1.3
P	12.45	10.38	9.59	8.57	5.12	10.09	f 3 11	93.2	LOGAN 1.4
36 Spur P							f	94.6	TO AROMAS 2.5
Term. Yd. 14 Spur P								97.1	VEGA 3.3
Term. Yd. BKWOTYP	1.00AM	s 10.48PM	s 10.10PM	s 9.08PM	s 5.23PM	s 10.19AM	s 3.22AM	100.4	TO-R WATSONVILLE JCT.
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.6)
	(2.00) 24.80	(1.08) 43.77	(1.15) 39.01	(1.10) 41.80	(1.13) 40.77	(1.13) 40.77	(1.27) 34.21		..........Time over District ....Average Speed per Hour

Automatic Block System

C.T.C.

Double Track

Double Track

Double Track

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily

WESTWARD San Francisco Subdivision. EASTWARD WESTWARD

Time Table No. 142

December 31, 1935

FIRST CLASS

STATIONS	Distance from Watsonville Jct.	77	75	35	39	69	37	41	71	
		Sunset Limited	Lark	Del Monte	Del Monte	Coaster	Motor	Motor	Daylight	
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI-DAYS ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI-DAYS ONLY	Arrive Daily	
TO-R SAN JOSE 2.2	49.6	s 6.51 AM	s 7.43 AM	s 10.24 AM	s 10.24 AM	s 10.50 AM	s 3.38 PM	s 3.38 PM	s 7.35 PM	Automatic Block System C.T.C.
W. P. R. R. Crossing 2.3	47.4									
LICK 2.1	45.1	6.43	7.35	10.16	10.16	10.42	3.30	3.30	7.27	Double Track
EDENVALE 5.7	43.0									
TO COYOTE 3.2	37.3	6.33	7.25	10.06	10.06	f 10.32	s 3.20	s 3.20	7.17	
PERRY 2.9	34.1	6.28	7.20	10.02	10.02		3.15	3.15		
MADRONE 1.6	31.2									
TO MORGANHILL 1.2	29.6	6.22	7.14	9.56	9.56	f 10.22	s 3.09	s 3.09	7.07	
TENNANT 2.1	28.4									
DURNEY 0.5	26.3									
SAN MARTIN 2.4	25.8	6.17	7.09	9.51	9.51	f 10.17	f 3.04	f 3.04	7.02	
RUCKER 2.1	23.4			**9.45**	**9.45**					
LONOKE 1.6	21.3									
TO-R GILROY 2.5	19.7	s 6.07	7.00	s 9.39	s 9.39	s 10.07	s 2.54	s 2.54	s 6.53	Double Track
CARNADERO 0.9	17.2									
NEMA 0.3	16.3									
MILLER 2.7	16.0									
TO SARGENT 1.9	13.3	5.55	6.51	9.30	9.30	9.56	s 2.43	s 2.43	6.43	
BETABEL 2.9	11.4									
CHITTENDEN 1.3	8.5	5.46	6.43	9.22	9.22	9.48	2.35	2.35	6.35	
LOGAN 1.4	7.2	5.44	6.41	9.20	9.20	9.46	2.33	2.33	6.33	Double Track
TO AROMAS 2.5	5.8						s	s		
VEGA 3.3	3.3									
TO-R WATSONVILLE JCT.	0.0	5.33 AM	6.31 AM	9.11 AM	9.11 AM	9.36 AM	2.22 PM	2.22 PM	6.23 PM	
(49.6)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily	
Time over District Average Speed per Hour		(1.18) 38.15	(1.12) 41.33	(1.13) 40.77	(1.13) 40.77	(1.14) 40.22	(1.16) 39.16	(1.16) 39.16	(1.12) 41.33	

	Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 142 December 31, 1935 LE FRANC BRANCH STATIONS	Distance from Lick
San Jose Terminal Yard	48 WP		50.7	CAMPBELL 0.1	17.2
			50.8 54.5	JCT. LE FRANC BR. 0.9	17.1
	18 Spur		55.4	CAMPBELL GRAVEL PIT 0.6	16.2
			56.0	L. G. & S. J. ROAD 0.7	15.6
	4 Spur		56.7	UNION AVE. 2.4	14.9
	15		59.1	LE FRANC	12.5
				(4.7)	
				Service performed by yard engines.	

	Capacity of Siding and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 142 December 31, 1935 LICK BRANCH STATIONS	Distance from Lick
San Jose Terminal Yard	25 P		51.4 55.3	LICK 3.6	0.0
	12		58.9	ALAMITOS	3.6
				3.6	
				Service performed by yard engines	

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 142 December 31, 1935 Tres Pinos Branch STATIONS	Distance from Tres Pinos
P		83.2	CARNADERO 1.8	17.9
		85.0	SAWYER 0.9	16.1
22 Spur		85.9	FEP 4.4	15.2
9		90.3	HUDNER 3.4	10.8
		93.7	DURI 1.2	7.4
16 WP		94.9	HOLLISTER 3.8	6.2
		98.7	AGATE 2.4	2.4
Term. TP		101.1	TRES PINOS	0.0
			(17.9)	
			Service performed by extra trains.	

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
77	Any Station	Discharge		Yuma	Daily

EASTWARD

Salinas Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 142 December 31, 1935	Distance from San Luis Obispo	FIRST CLASS							
	766 Freight	76 Lark	70 Coaster	78 Sunset Limited	36 Del Monte	72 Daylight	38 Motor		STATIONS		77 Sunset Limited	75 Lark	35 Del Monte	39 Del Monte	69 Coaster	37 Motor	41 Motor	71 Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLIDAYS ONLY	Arrive Daily
Term. Yard BKWOTYP	5.20 AM	10.53 PM	10.18 PM	9.20 PM	5.28 PM	10.26 AM	6.53 AM	100.4	TO-R WATSONVILLE JCT. 3.2	151.7	s 5.17 AM	s 6.15 AM	s 9.02 AM	s 9.02 AM	s 9.24 AM	s 2.14 PM	s 2.14 PM	s 6.15 PM
								103.6	LYDA 2.0	148.5								
66 P	5.40	11.01	f 10.26	9.28	f 5.36	10.34	7.01	105.6	ELKHORN 4.8	146.5	5.06	6.07	8.53	8.53	9.16	f 2.05	f 2.05	6.06
93 WYP	**6.00**	11.08	10.33	s 9.43	s 5.45 PM	10.41	s 7.10 AM	110.4	TO-R CASTROVILLE 3.5	141.7	4.59	**6.00**	8.46 AM	8.46 AM	f 9.09	1.58 PM	1.58 PM	5.58
Salinas Yard 66 P		11.13	10.38	9.48				113.9	COOPER 1.7	138.2					9.03			5.53
Salinas Yard 30								115.6	GRAVES 2.6	136.5								
Salinas Yard BKWTP	6.15	s 11.24	s 10.50	s 9.58		s 10.58		118.2	TO-R SALINAS 2.1	133.9	s 4.47	5.50			s 8.58			s 5.48
Salinas Yard 74 YP	6.19	11.27	10.54	10.01		11.01		120.3	SPRECKELS JCT. 5.0	131.8	4.39	5.46			8.51			5.40
47 P	6.28							125.3	SPENCE 3.8	126.8								
108 WP	6.35	11.38	f 11.08	10.12		11.12		129.1	TO CHUALAR 1.9	123.0	4.28	5.35			f 8.40			5.29
42								131.0	GABILAN 0.9	121.1								
47 P								131.9	PENVIR 3.2	120.2								
131 P	6.46	11.46	f 11.19	10.20		11.20		135.1	TO GONZALES 2.0	117.0	4.20	5.27			s 8.30			5.20
10 Spur								137.1	RACK 1.7	115.0								
28 Spur								138.8	MOLUS 1.8	113.3								
45 P	6.56					11.27		140.6	CAMPHORA 3.0	111.5								
63 113 KWP	7.01	11.57 PM	f 11.33	10.31		f 11.31		143.6	TO-R SOLEDAD 4.7	108.5	4.09	5.16			s 8.18			f 5.09
75 P	7.09	12.02 AM		10.36		11.36		148.3	HARLEM 4.0	103.8	4.04	5.11			8.10			5.03
46 P	7.16	12.07	f 11.44					152.3	METZ 6.6	99.8					f 8.04			
81 P	7.26	12.14	11.52 PM	10.48		11.49		158.9	COBURN 2.1	93.2	3.51	4.59			7.55			4.51
82 Spur Y								161.0	ELSA 2.7	91.1								
125 WP	**7.49**	12.19	s 12.03 AM	10.53		s 11.59 AM		163.7	TO KING CITY 3.4	88.4	3.46	4.54			s **7.49**			s 4.45
84 P	8.00	12.23	12.08	10.57		12.03 PM		167.1	WELBY 5.3	85.0	3.42	4.50			7.41			4.38
94 P	8.10	12.30	s 12.19	11.03		12.09		172.4	TO SAN LUCAS 5.3	79.7	3.35	4.43			s 7.34			4.31
47 P	8.20	12.37	12.27			12.15		177.7	DOCAS 5.2	74.4					7.26			4.24
76 WOP	8.30 AM	12.43 AM	s 12.37 AM	11.14 PM		f 12.21 PM		182.9	TO SAN ARDO	69.2	3.23 AM	4.31 AM			7.20 AM			4.17 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(82.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLIDAYS ONLY	Leave Daily
	(3.10) 26.05	(1.50) 45.00	(2.19) 35.61	(1.54) 43.42	(0.17) 35.29	(1.55) 43.04	(0.17) 35.29		Time over District Average Speed per Hour		(1.54) 43.42	(1.44) 47.60	(0.16) 37.50	(0.16) 37.50	(2.04) 39.92	(0.16) 37.50	(0.16) 37.50	(1.58) 41.95

Automatic Block System

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

At Soledad, track on south side of main track will be considered the siding.

No. 72 will reduce speed to 30 m.p.h. at Chualar, Gonzales and Soledad to dispatch newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
72	Gonzales	Discharge		San Jose and beyond	Daily
72	Gonzales	Receive	Paso Robles and beyond		Daily
71	Gonzales	Receive	San Jose and beyond		Daily
71	Gonzales	Discharge		Paso Robles and beyond	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

Salinas Subdivision.

EASTWARD							Time Table No. 142 December 31, 1935			WESTWARD			
	SECOND CLASS	FIRST CLASS								FIRST CLASS			
Capacity of sidings and spurs in car lengths	766 Freight	78 Sunset Limited	72 Daylight	70 Coaster	76 Lark	Distance from San Francisco	STATIONS		Distance from San Luis Obispo	77 ✓ Sunset Limited	75 ✓ Lark	69 ✓ Coaster	71 ✓ Daylight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
76 WOP	8.30AM	11.14PM	12.21PM	**12.43**AM	**12.43**AM	182.9	TO SAN ARDO	3.5	69.2	3.23AM	4.31AM	s 7.20AM	f 4.17PM
47 P						186.4	GETTY	3.3	65.7				
81 P	8.42	11.23	12.30	12.54	12.52	189.7	WUNPOST	6.2	62.4	3.14	4.22	7.09	4.08
116 P	8.57	11.31	12.38	s 1.03	1.00	195.9	BRADLEY	5.5	56.2	3.06	4.14	s 6.59	4.00
74 P	9.07	11.39	12.45	1.11	1.07	201.4	NACIMIENTO	2.4	50.7	2.59	4.07	6.50	3.53
112 P	9.12	11.42		1.14	1.10	203.8	McKAY	3.2	48.3	2.56	4.04	f 6.46	3.50
40 WP	9.17		12.52	s 1.20		207.0	TO SAN MIGUEL	3.9	45.1	2.52		s 6.41	3.45
108 P	9.24	11.51PM	12.57	1.26	1.19	210.9	WELLSONA	5.4	41.2	2.46	3.55	6.34	3.40
64 WP	9.34	f 12.01AM	s 1.07	s 1.36	1.27	216.3	TO PASO ROBLES	5.5	35.8	f 2.39	3.48	s 6.27	s 3.31
111 P	9.44	12.08	1.14	f 1.45	1.35	221.8	TEMPLETON	3.1	30.3	2.30	3.41	s 6.16	3.20
33 P						224.9	ASUNCION	1.8	27.2				
25 P		f	s 1.23	s 1.54		226.7	TO ATASCADERO	0.7	25.4	f 2.25		s 6.09	s 3.13
15 Spur						227.4	BRICKTON	0.6	24.7				
45 P	9.56		1.26	1.59		228.0	HENRY	2.3	24.1	2.20		6.03	
73 P	10.01	12.21	1.29	2.02	1.46	230.3	EAGLET	3.1	21.8	2.12	3.29	6.00	3.06
79 P				**2.07**		233.4	CUSHING	2.1	18.7	**2.07**			
83 BKWYP	10.40	12.36	s 1.41	s 2.20	s **2.00**	235.5	TO-R SANTA MARGARITA	3.4	16.6	**2.00**	3.20	s 5.53	f 2.58
82 P	10.55	12.45	1.49	2.32	2.08	238.9	CUESTA	1.1	13.2	1.45	3.07	5.39	2.45
9 Spur P						240.0	THYLE	2.6	12.1				
69 P	11.10	12.54	1.58	2.44	2.17	242.6	NOVA	0.8	9.5	1.35	2.57	5.29	2.36
44 WP				**2.54**		243.4	SERRANO	2.9	8.7		**2.54**		
41 P	11.30	1.04	2.07	3.05	2.27	246.3	OHORRO	1.7	5.8	1.25	2.47	5.19	2.26
25 Spur						248.0	GOLDTREE	2.6	4.1				
111 P	11.45	**1.15**	**2.16**	3.15	**2.37**	250.6	HATHAWAY	1.5	1.5	**1.15**	**2.37**	5.09	**2.16**
Term. Yard BKWOTP	11.50AM	s 1.20AM	s 2.21PM	s 3.20AM	s 2.42AM	252.1	TO-R SAN LUIS OBISPO		0.0	1.10AM	2.32AM	5.05AM	2.10PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.20) 20.76	(2.06) 32.95	(2.00) 34.60	(2.37) 26.45	(1.59) 34.89		Time over District Average Speed per Hour			(2.13) 31.22	(1.59) 34.89	(2.15) 30.75	(2.07) 32.69

Automatic Block System

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD

Guadalupe Subdivision.

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 142 December 31, 1935		Distance from Santa Barbara	FIRST CLASS			
	766 Freight	72 Daylight	70 Coaster	76 Lark	78 Sunset Limited			STATIONS			75 Lark	69 Coaster	71 Daylight	77 Sunset Limited
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard BKWOTP	2.45 PM	2.30 PM	3.35 AM	2.53 AM	1.30 AM	252.1	Automatic Block System	TO-R SAN LUIS OBISPO 5.8	Double Track	118.6	s 2.22 AM	s 4.55 AM	s 2.00 PM	s 1.00 AM
32 Spur P						257.9		EDNA 1.2		112.8				
IP	3.02	2.42	3.47	3.05	1.42	259.1		TO HADLEY TOWER P. C. R. R. Crossing 0.9		111.6	2.08	4.42	1.47	12.47
28 Spur						260.0		TIBER 2.8		110.7				
13 Spur			s			262.8		PISMO 1.4		107.9		f 4.31		
84 P	3.11	2.49	3.58	3.13	1.49	264.2		GROVER 1.7		106.5	2.00	4.26	1.40	12.39
40 WP		s 2.53	s 4.03		**1.57**	265.9		TO OCEANO 4.0		104.8	**1.57**	s 4.22	s 1.37	12.36
104 P	3.20	2.59	**4.12**	3.20	2.02	269.9		CALLENDER 2.5		100.8	1.51	**4.12**	1.30	12.30
45 P	3.25	3.03	4.17	3.23	2.06	272.4		BROMELA 4.1		98.3	1.46	4.06	1.27	12.27
118 BKWP	3.40	s 3.13	s 4.32	3.28	s 2.20	276.5		TO-R GUADALUPE 4.2		94.2	1.41	s 4.00	s 1.22	s 12.18
83 P	3.51	3.20	f 4.40	3.36	2.28	280.7		WALDORF 4.1		90.0	1.35	f 3.48	1.14	12.04 AM
48 P	4.05	3.26	4.47	**3.42**	2.35	284.8		SCHUMAN 2.7		85.9	1.29	**3.42**	1.09	11.59 PM
93 43 YP	4.10	3.31	s 4.53	3.47	2.40	287.5		TO CASMALIA 2.5		83.2	1.25	s 3.32	1.05	11.55
77 P	4.15		4.57	3.52	2.44	290.0		ANTONIO 3.2		80.7	1.22	3.26	1.02	11.52
47 P	4.22	3.39	f 5.02	3.57	2.49	293.2		NARLON 4.0		77.5	1.17	f 3.21	12.57	11.47
79 P	4.35	3.45	f 5.08	4.03	2.56	297.2		TANGAIR 4.1		73.5	1.12	3.16	12.52	11.42
						301.3		AJAX 1.4		69.4				
125 WOYP	4.55	s 3.59	s 5.21	4.11	**3.05**	302.7		TO SURF 5.2		68.0	1.03	s **3.05**	s 12.45	f 11.32
79 P	5.10	4.07	f 5.29	4.19	3.13	307.9		HONDA 2.6		62.8	12.53	2.51	12.37	11.23
44			f			310.5		ARLIGHT 2.0		60.2		f		
46 P	5.19	4.14	5.38	4.26	3.21	312.5		ARGUELLO 4.8		58.2	12.47	2.45	12.31	11.17
47 P	5.30	4.20	f 5.44	4.33	3.28	317.3		SUDDEN 3.5		53.4	12.41	f 2.39	12.25	11.11
92 WP	5.40		f 5.51	4.39	3.34	320.8		JALAMA 4.5		49.9	12.36	f 2.34		11.06
55 42 P	5.50	4.31	f 5.58	4.47	3.41	325.3		CONCEPCION 3.3		45.4	12.30	f 2.28	12.15	11.00
						328.6		ANACAPA 1.2		42.1				
47 P	5.59	4.37	6.04	4.53	3.47	329.8		GATO 1.2		40.9	12.24	2.22	12.09	10.54
19			f			331.0		SAN AUGUSTINE 3.2		39.7		f		
17 Spur P			f			334.2		DRAKE 0.6		36.5		f		
62 P	6.08	4.44	6.12	5.00	3.54	334.8		SACATE 4.6		35.9	12.17	2.15	12.02 PM	10.47
85 WP	6.18 PM	4.51 PM	s 6.20 AM	5.06 AM	4.00 AM	339.4		TO GAVIOTA		31.3	12.11 AM	2.09 AM	11.56 AM	10.41 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(87.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.33) 24.59	(2.21) 37.15	(2.45) 31.75	(2.13) 39.31	(2.30) 34.09			............Time over District............ ....Average Speed per Hour.........			(2.11) 39.99	(2.46) 31.55	(2.04) 42.24	(2.19) 35.15

The wye at Casmalia is located at the west siding.

At Concepcion, track next to station building will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Jalama for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily
69	Honda	Receive or Discharge		Any Station	Sunday

EASTWARD Guadalupe Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 142 December 31, 1935		Distance from Santa Barbara	FIRST CLASS			
	766 Freight	72 Daylight	70 Coaster	76 Lark	78 Sunset Limited			STATIONS			69 Coaster	71 Daylight	77 Sunset Limited	75 Lark
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
85 WP	6.18 PM	4.51 PM	6.20 AM	5.06 AM	4.00 AM	339.4	Automatic Block System	TO GAVIOTA	3.2	31.3	s 2.09 AM	11.56 AM	10.41 PM	12.11 AM
47 P	6.26	4.55	6.25	5.10	4.04	342.6		LENTO	3.1	28.1	2.02	11.52	10.37	12.07
49 P	6.35	4.59	f 6.29	5.14	4.08	345.7		TAJIGUAS	2.9	25.0	f 1.58	11.48	10.33	12.03 AM
28 Spur						348.6		ORELLA	1.3	22.1	f			
47 P	6.45	5.05	6.36	5.20	4.14	349.9		CAPITAN	5.1	20.8	1.53	11.43	10.28	11.58 PM
44 WP 31	6.55	5.12	f 6.44	5.27	4.21	355.0		NAPLES	2.1	15.7	f 1.46	11.36	10.21	11.51
7 Spur						357.1		VILO	1.8	13.6				
49 P	7.05	5.17	f 6.54	5.32	4.29	358.9		ELLWOOD	1.3	11.8	f 1.41	11.31	10.16	11.46
27			f			360.2		COROMAR	1.5	10.5	f			
24 Spur						361.7		LA PATERA	1.1	9.0				
47 P	7.15	5.23	f 7.04	5.38	4.36	362.8		TO GOLETA	3.7	7.9	f 1.36	11.26	10.11	11.41
42 P	7.24	5.29	7.12	5.44	4.42	366.5		HOPE RANCH	1.4	4.2	1.31	11.21	10.06	11.36
7 Spur						367.9		OLIVA	0.6	2.8				
P	7.30	5.33	7.20	5.48	4.48	368.5	D.T.	WEST STA. BARBARA	2.2	2.2	1.27	11.17	10.02	11.32
Term. Yard BKWOTP	7.40 PM	s 5.40 PM	s 7.30 AM	s 5.55 AM	s 4.55 AM	370.7		TO-R SANTA BARBARA		0.0	1.20 AM	11.10 AM	9.55 PM	11.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(31.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.22) 22.90	(0.49) 38.33	(1.10) 26.83	(0.49) 38.33	(0.55) 34.15			Time over District Average Speed per Hour			(0.49) 38.33	(0.46) 40.83	(0.46) 40.83	(0.46) 40.83

EASTWARD Guadalupe Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco		Time Table No. 142 December 31, 1935 Lompoc Branch STATIONS		Distance from Lompoc
125 WOYP	302.7	TO	SURF	1.1	9.7
31	303.8		BARODA	3.8	8.6
23	307.6		POST	0.5	4.8
15 Spur	308.1		GARUS	0.2	4.3
24 Spur	308.3		LA SALLE	1.5	4.1
10	309.8		ACORN	2.6	2.6
Term. BKWTP	312.4	TO-R	LOMPOC	0.6	0.0
	313.0		WHITE HILLS JCT.		0.6
			(10.3)		

Service performed by extra trains.

EASTWARD Guadalupe Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 142 December 31, 1935 White Hills Branch STATIONS		Distance from White Hills
	313.0	WHITE HILLS JCT.	3.7	3.7
Term.	316.7	WHITE HILLS		0.0
		(3.7)		

Service performed by extra trains.

At Naples, track on ocean side of main track will be considered the siding.

Water supply at Gaviota for emergency use only.

Water supply at Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
78	Any Station	Receive	Yuma		Daily
70	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
69	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Yuma	Daily

EASTWARD Salinas Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	196	36	38	Distance from San Francisco	Time Table No. 142 December 31, 1935 Monterey Branch STATIONS	Distance from Pacific Grove	35	39	37	41	197
	FIRST CLASS						FIRST CLASS				
	Passenger	Del Monte	Motor				Del Monte	Del Monte	Motor	Motor	Passenger
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI-DAYS ONLY	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive SUN. & HOLI-DAYS ONLY	Arrive Daily
93 WYP	9.43PM	5.47PM	7.12AM	110.4	TO-R CASTROVILLE 2.0	17.9	s 8.44AM	s 8.44AM	s 1.56PM	s 1.56PM	s 9.25PM
15	f	f	f	112.4	NASHUA 1.5	15.9			f	f	f
14 WP	f 9.51	5.54	f 7.21	113.9	NEPONSET 0.9	14.4	8.38	8.38	f 1.49	f 1.49	f 9.16
23 Spur	f		f	114.8	LAPIS 0.6	13.5			f	f	f
8 Spur	f 9.54	5.57	f 7.24	115.4	BARDIN 1.9	12.9	8.35	8.35	f 1.46	f 1.46	f 9.13
9 Spur	f		f	117.3	MARINA 2.4	11.0			f	f	f
18 P	f 10.01	6.04	f 7.32	119.7	GIGLING 0.7	8.6	8.29	8.29	f 1.37	f 1.37	f 9.06
13 Spur	f		f	120.4	WORKFIELD 1.7	7.9			f	f	f
5 Spur	f		f	122.1	PRATTCO 1.2	6.2			f	f	f
10	f		f	123.3	SEASIDE 1.0	5.0			f 1.29	f 1.29	f 9.00
8 Spur				124.3	RETREAT 0.6	4.0					
122 P	s 10.09	s 6.12	s 7.45	124.9	DEL MONTE 0.8	3.4	s 8.20	s 8.20	s 1.25	s 1.25	s 8.57
P	s 10.13	s 6.20	s 7.53	125.7	MONTEREY 2.6	2.6	s 8.16	s 8.16	s 1.20	s 1.20	s 8.53
Yard BKWOTP	s 10.23PM	s 6.30PM	s 8.01AM	128.3	TO-R PACIFIC GROVE 1.6	0.0	8.04AM	8.04AM	1.05PM	1.05PM	8.45PM
30 Spur				129.9	ASILOMAR 0.1	1.6					
				130.0	LAKE MAJELLA	1.7					
	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily EX. SUNDAY & HOLIDAYS	Leave SUN. & HOLI-DAYS ONLY	Leave Daily
	(0.40) 26.85	(0.43) 25.00	(0.49) 21.92		Time over District Average Speed per Hour		(0.40) 26.85	(0.40) 26.85	(0.51) 21.06	(0.51) 21.06	(0.40) 26.85

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

Eastward San Francisco Subdivision Westward

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 142 December 31, 1935 San Francisco-San Bruno Branch STATIONS	Distance from San Bruno
San Francisco Terminal Yard: BKWO P ITY	0.0	TO-R SAN FRANCISCO 0.9	13.6
I	0.9	W. P. Ry. Crossing 0.3	12.7
	1.2	O. S. Ry. Crossing 0.4	12.4
134	1.6	EIGHTEENTH STREET 0.4	12.0
9 Spur	2.0	FORD 2.0	11.6
16 Spur	4.0	BERNAL 1.2	9.6
25	5.2	ELKTON 0.6	8.4
6 Spur	5.8	RUP 0.5	7.8
91 Spur	6.3	OCEAN VIEW 1.1	7.3
47 147	7.4	DALY CITY 0.7	6.2
33	8.1	UNION PARK 0.4	5.5
75 P	8.5	COLMA 0.6	5.1
63	9.1	GREENLAWN 0.5	4.5
	9.6	HANNA 0.1	4.0
10 Spur	9.7	EMANUEL 0.4	3.9
47 Spur	10.1	CARROLL 0.2	3.5
10 Spur	10.3	HOLY CROSS 1.1	3.3
12 W	11.4	BADEN 1.6	2.2
44 Y	13.0	TANFORAN 0.6	0.6
P	13.6	SAN BRUNO	0.0
		(13.6)	

Service performed by extra trains and yard engines.
Emergency water supply at Ocean View.

EASTWARD WESTWARD Salinas Subdivision.

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 142 December 31, 1935 Spreckels Spur Branch STATIONS	Distance from Spreckels
74 YP	120.3	SPRECKELS JCT. 2.5	2.5
	122.8	SPRECKELS	0.0
		(2.5)	

Service performed by extra trains.

EASTWARD San Francisco Subdivision. WESTWARD

Capacity of sidings and spurs in car lengths	34	46	Distance from San Francisco	Time Table No. 142 December 31, 1935 San Jose-Santa Cruz Branch STATIONS	Distance from Vasona Junction	185	45	33	43
	FIRST CLASS					FIRST CLASS			
	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger
	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS				Arrive SATURDAY ONLY	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily EX. SUNDAY & HOLIDAYS	Ar. SUNDAY & HOLIDAYS ONLY
San Jose Terminal Yard: P	s 9.39AM	5.59AM	46.9	SAN JOSE 0.7	6.4	s 3.21PM	s 7.27PM	s 7.47PM	s 7.54PM
I			47.6	A. B. S. W. P. R. R. Crossing 2.1	5.7				
			49.7	MOULTON 1.0	3.6				
48 WP	s 9.47	6.11	50.7	CAMPBELL 2.2	2.6	3.09	7.15	f 7.40	f 7.47
6 Spur			52.9	VASONA 0.4	0.4				
P	s 9.52AM	s 6.19AM	53.3 51.8	R VASONA JUNCTION	0.0	3.00PM	7.06PM	7.35PM	7.42PM
	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS		(6.4)		Leave SATURDAY ONLY	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily EX. SUNDAY & HOLIDAYS	Lv. SUNDAY & HOLIDAYS ONLY
	(0.13) 29.54	(0.20) 19.20		Time over District Average Speed per Hour		(0.21) 18.29	(0.21) 18.29	(0.12) 32.00	(0.12) 32.00

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco { .... I. S. Preston, Phelan Building
.... Kline & Logie, 2058 Mission Street
.... M. S. Grousd, 210 Townsend Street
San Jose { W.H. Turick, 275 So. First St.
.....Kochers, 169 So. First St.
Watsonville........E. L. Reiding
Santa Cruz........Klein & Trumbley
Salinas........Goodfriend & Traub
Pacific Grove........G. H. Ehmann
San Luis Obispo........V. C. Jerram
Santa Barbara........I. F. Bitterly
Lompoc........Walter Ziesche
Los Gatos........J. B. Streepey

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan except that of eastward trains at Gilroy will apply at train order signal.

Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose.

Salinas, East End, at crossover west of Signal 1185.

Gonzales, East End, at crossover at station building.

San Miguel, West End, at crossover west of station building.

At other stations where there are crossovers, will apply at initial switch of siding.

Schedule time and train orders Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULE 10 (J). Slow boards located on left-hand side of track as follows:

Governing westward trains:
One-half mile east of end double track Sargent.
100 feet west of M. P. 119.
Governing eastward trains:
1200 feet west of M. P. 92.
At Wellsona.

RULE 14 (d). As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Watsonville Jct.—Trains on Santa Cruz line.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Mayfield—Trains on Los Altos line.
San Jose—Trains on Campbell line.
Carnadero—Trains on Tres Pinos line.
Castroville—Trains on Pac. Grove line.
Santa Cruz—Trains on Davenport line.
Surf—Trains on Lompoc line.

RULE 14 (l). Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 17 AND 19. Night signals will be displayed through all tunnels.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay Roundhouse and Third Street Station, San Francisco and from San Jose Passenger Station to Roundhouse. They must be removed on arrival delivery track at Roundhouse.

RULE 28. In double track territory between San Francisco and San Jose, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

S-72. Westward trains are superior to trains of the same class in opposite direction.

RULES D-71 AND 73. Second-class and inferior trains and engines may move between San Francisco and San Bruno via Bayshore with current of traffic irrespective of time-table superiority. They will accept proceed indication of interlocking signal or verbal authority of towerman in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains and engines moving between these points must avoid delaying first-class trains and any other movements when so instructed by towerman.

RULE 83. Train registers are not maintained at Lick, Coyote, Gilroy, Sargent, Logan, Hadley Tower or West Santa Barbara.

If a positive observation check be made between Lick and Coyote—Gilroy and Sargent—Watsonville Junction and Logan—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara it will apply at the end of double track. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

Rule 14 (k) must be applied when approaching trains on opposite track.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
Redwood Junction
San Jose Yard
Gilroy
Los Gatos
Salinas
Soledad
Santa Margarita
Guadalupe

Mayfield—Scheduled trains via Los Altos and trains originating and terminating.

Castroville—Trains originating and terminating, and trains via Gigling.

Santa Cruz—Extra trains will register.

RULE 83 (B). Santa Barbara: The train-order office is located at the freight house, 8:00 a. m. to 12:01 a. m., and at passenger station 12:01 a. m. to 8:00 a. m.

Conductors and engineers of westward first-class trains and passenger extras receiving train orders and instructions at freight house will deliver them to relieving crews at passenger station.

First-class trains must register at passenger station and by ticket at freight house when operator on duty.

Visitation Tower—Eastward trains originating at Bayshore Yard may obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

Redwood Junction—Trains from Western Division may register by ticket, and may receive orders and instructions from crane located near tower.

San Jose—Receptacles are located on station platforms between ramps from which through passenger trains may obtain clearance and train orders and where they may register by ticket.

When no clearance received or when irregularities noted, conductor will report to train order office.

RULE 85. Extra trains handling only passenger equipment may run ahead of first class trains between San Francisco and San Jose.

Inferior trains may run ahead of first class trains, San Jose to Niles via Milpitas, but will take necessary precautions to avoid delay to passenger trains.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

San Francisco
Redwood Jct.
San Jose
Gilroy
Watsonville Jct.
Castroville
Salinas
Soledad
Lompoc
King City
San Luis Obispo
Guadalupe
Surf
Santa Margarita
Santa Barbara
Felton
Santa Cruz
Pacific Grove
Los Gatos

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE D-97 (A). Will apply on double track between Third Street, San Francisco, and San Jose via Bayshore.

RULE 98. The normal position of junction switch at Vasona Junction is for the Los Gatos—Los Altos line.

The normal position of switch 150 feet west of overhead bridge east end of Santa Cruz yard is for siding, where westward trains will enter yard.

RULE 103 (A). Between Seventh St. and 17th, and Harrison Sts., San Francisco, trains or yard engines via Ocean View line must protect street crossings when no flagman is on duty. East of 17th and Harrison Sts., unprotected crossings must be protected by member of crew at all times.

Movements over 9th Ave., crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching stop should be made before fouling crossing.

Crossing bell at main road Monte Vista not actuated by movements on former Peninsular Ry. tracks. Movements over crossing on these tracks must be protected by flagman on crossing.

No train, motor, engine or car must enter crossing over Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater than 10 miles per hour and must then clear crossing as quickly as practicable.

Movements over County road crossing on spur and siding at Chualar and over H Street crossing Lompoc, must be protected by a flagman.

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of ten miles per hour over county road unless protected by flagman on crossing.

RULE 105. The siding opposite station building, Casmalia, will be known as Casmalia. The siding located between mile posts 286 and 287, west of Casmalia will be known as West siding Casmalia.

The siding opposite station building, Felton, will be known as Felton. The siding located one mile east of Felton will be known as East Siding Felton.

Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

RULE 107. When passenger trains are at Santa Margarita, engines will not move through house track until such trains have cleared platform unless the movement be properly safeguarded.

RULE D-152. Crossovers are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), 1740 feet west of Tunnel 4, South San Francisco, Tanforan Wye, San Bruno, Millbrae, Broadway, Burlingame, Howest, San Mateo, Leslie, Beresford, Belmont, San Carlos, Redwood City, Redwood Jct., Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Libby, McNeill and Libby's Spur (Sunnyvale), Lawrence.

Mayfield-Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches referred to.

After switches have been lined for crossover and signal 319 indicates stop, crossover movement must be made under flag protection.

Bay Meadows—When making movement from spur to main track, eastward indicator will show block occupied when westward train is approaching and westward indicator will show block occupied when westward train has passed switch and still in block.

Dwarf signal 199 governing movement from spur will assume proceed position if block not occupied. When signal does not assume proceed position movement may be made in accordance with Rule 509 but must be protected as prescribed by Rule 99.

When moving from Dirigible Base track between Mountain View and Sunnyvale to main track and switch indicator indicates block clear eastward, Signal 367 may be passed in stop position by complying with Rule 509 (f).

Tanforan Wye—Crossover is located between eastward signal 102, and westward signal 111, and switches are numbered 1, 2, 3, and 4.

When passing from third track to eastward or westward main track, switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4.

Crossover between Tunnels No. 3 and No. 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track adjacent to westward main track to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

Carnadero—In moving from eastward main track to Tres Pinos line, first throw crossover switch in eastward main track, then other switches as most convenient. From Tres Pinos line to westward main track, first throw derail switch, then junction switch.

RULE 221. All trains except trains originating at San Jose yard must obtain clearance before leaving San Jose.

Trains originating San Jose yard must obtain clearance before leaving.

Trains must obtain clearance before leaving Santa Cruz.

Eastward trains via Los Altos must obtain clearance before leaving Mayfield.

Light will not be displayed in train order signals at Felton or Los Gatos except when train orders are to be delivered.

RULE 221 (A):

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at..........M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlaps are located at:

Nova—Hathaway—Chittenden—Madrone	Affecting eastward trains.
Spreckles Jct	Affecting westward trains.
Casmalia (west siding)	Affecting eastward and westward trains.

RULE 825. Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

RULE 848. Applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 869. In addition to brakemen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel No. 5.
Western Division trains through interlocking plant at Redwood Junction.
San Jose, between the west limits Santa Clara interlocking plant and 4th Street, San Jose and between San Jose Yard and Western Pacific R. R. crossing.
Watsonville Junction, entering and leaving freight yard.
San Luis Obispo, entering and leaving freight yard.
Santa Barbara—Entering and leaving yard.
At points other than those designated when in judgment of conductor it is considered necessary.

TRAIN AND AIR INSPECTION

AIR BRAKE RULE 11.

Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between points where air brakes are used; except will not apply in San Jose Yard, but airbrakes must be used wherever required by rule or by law.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16 (e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street, except, trains of over 8 cars must straighten out on 7th Street before the test is made.

When making running test at points where rails may be made slippery from oil and water on rails at water or oil columns, or from engines standing on trains, test must not be made until rear of train has passed such point.

Passenger trains must make running test immediately after passing Summit in Tunnel No. 6 between Cuesta and Thyle, eastward leaving Santa Margarita, and at Glenwood immediately after passing station building.

When running test is made leaving San Francisco, San Jose and San Luis Obispo, trainmen will use signal 16 (h) instead of hand or lamp signal.

AIR BRAKE RULE 17.

Standing air brake test must be made by eastward freight trains at Santa Margarita.

AIR BRAKE RULE 56.

PASSENGER TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from summit to west switch Hathaway and westward from summit to distant block signal, east of Santa Margarita.

When eastward trains have more than four head end cars on which retainers are not accessible while running, stop will be made at Nova, unless a stop is to be made at Serrano; where inaccessible retainers must be turned up. Unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Nova or Serrano to turn up the retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made, leaving Santa Margarita before reaching summit of grade, where inaccessible retainers must be turned up.

When a stop is made while retainers are being used, all those accessible, beginning at the rear car of train must be turned down, air exhausted and again turned up.

Westward trains will not exceed twenty miles per hour from summit to Cuesta, and eastward from summit to west portal of Tunnel No. 8, to get retainers in operation before any great distance is covered.

Retainers will be used between Los Gatos and Santa Cruz. Eastward from Glenwood to M. P. 72 and from Rincon to M. P. 78 and westward from Wright to M. P. 55.

Retainers to be operated as follows when train consists over five cars: 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers. To be turned up from head end of train.

FREIGHT TRAINS: Retainers will be used between San Luis Obispo and Santa Margarita. Eastward from Summit to west switch Hathaway, and westward from Summit to Santa Margarita.

Eastward trains will reduce speed to ten miles per hour from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars retainers on 15 head cars will be left in retaining position into San Luis Obispo.

One retaining valve must be used for every 120 Ms in train.

When helper engines remain cut into train, three additional retainers to be used for each helper engine.

Retainers will be used between between Los Gatos and Santa Cruz. Eastward from Glenwood to M. P. 72 and from Rincon to M. P. 78. Westward from Wright to M. P. 55.

One retainer will be turned up for each 120 M's in train.

All available retainers will be used on descending grade, between White Hills and White Hills Junction.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 M.P.H. approaching West Santa Barbara to enable trainmen to turn up retainers.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed twenty-five miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

The tonnage of freight trains between San Luis Obispo and Santa Margarita must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Santa Cruz must not exceed 120 Ms per operative brake.

Retainers will be used at points other than those designated, and under conditions where in the judgment of conductor and engineer it is considered necessary.

RULE 827. When conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains may make a run of 55 miles and may run in either direction between Surf and Santa Barbara, Santa Margarita and King City and King City and Watsonville Junction without stopping for inspection.

Eastward freight trains will stop at Chorro ten minutes or more for inspection, except when delayed at Serrano or Nova ten minutes or more inspection may be made at that point and stop at Chorro omitted.

Conductors will show on delay reports where inspections are made and the time consumed in doing so.

AUTOMATIC BLOCK SYSTEM

Main tracks within automatic block system limits not protected by signals—

San Jose—From limits of San Jose tower to signal located 50 feet west of oil buffer spring switch at junction with roundhouse lead.

Santa Cruz. From station building to signal No. 791.

When automatic block signal 467, governing movements from San Jose via Milpitas, is in stop position signalman at Fourth Street Tower, San Jose, will hold trains using this route until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

The normal position of Signal 518 at Vasona Junction is "stop" and should indicate "proceed" after junction switch has been lined for Campbell-Los Gatos Line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route.

Distant signal 3025 at Surf is located on left-hand side of track.

When signal 924 East of Chittenden or signal 931 West of Logan are in stop position, careful examination of Pajaro River Bridge must be made before passing over.

When signal 2390 East of Cuesta or signal 2401 East of East Portal Tunnel 6 are in stop position, careful examination must be made of Tunnel 6 before passing through.

OIL BUFFER SPRING SWITCHES

These switches are located at the end of double track at the following points and the indicated speed must not be exceeded while trains are passing over such switches:

West Santa Barbara:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Hadley Tower:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Watsonville Jct. yard:	Trailing	eastward	30 MPH.
	Facing	westward	30 MPH.
Logan:	Trailing	westward	30 MPH.
	Facing	eastward	20 MPH.
Sargent:	Trailing	eastward	30 MPH.
Gilroy:	Facing	eastward	30 MPH.
	Trailing	westward	30 MPH.
Coyote:	Trailing	eastward	30 MPH.
Lick:	Trailing	westward	30 MPH.
Redwood Jct.	Trailing	eastward	30 MPH.
(Western div.)	Facing	westward	30 MPH.

At San Jose, switch leading from Freight lead to Eastward main track at east end of passenger yard is an oil buffer spring switch. Speed for trailing movement from main track, or freight lead 30 M. P. H. Westward, making turn out to freight lead 20 M. P. H.

Switch leading from Milpitas line to roundhouse lead is an oil buffer spring switch, lined normally for main track. Speed limited to 15 M. P. H. in both directions.

At Lick, when interlocking signal governing westward movement is in stop position and permission obtained from Operator to pass signal, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Coyote, when signal 634 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Sargent, when signal 866 located West of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

At Logan when signal 931 located East of the end of double track is in stop position, oil buffer spring switch must be thrown by hand before and after movement has been made.

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken, until the switch has been thrown by hand.

Running switches are prohibited and sand, blow off cocks and injectors must not be used nor boosters started, while passing over these switches.

When an automatic, semi-automatic or interlocking signal in advance of a facing point switch indicates "stop," a careful examination of the switch must be made before passing over it.

INTERLOCKING

One short and two long sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of air whistle in tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signalmen when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23d Avenue for trains and engines to communicate with tower when interlocking signal at east portal Tunnel No. 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short, one long.
For Roundhouse, three short, one long, one short.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.
For track adjacent and parallel to eastward main track............} two short, one long, two short.

To facilitate movement, engines and drags when ready to leave San Francisco or Bayshore, will use following whistle signals for route desired at Bayshore:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station............................} one short, two long, one short.

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, Signalman will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short.
For inbound yard, two short, one long, one short.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station....} one short, two long, one short.
For car repair yard, two short, one long, two short.
For drill Track No. 1, three short, one long, one short.
For drill Track No. 2, one short, one long, three short.
For lead No. 3, two long, one short, two long.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long one short, one long.
For Track No. 2, one short, one long, three short.
For Track No. 3, one short, one long, two short.

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Movement from Garbage Spur to westward main track must be made under flag protection, as switch is not connected with Interlocking plant.

When there is a possibility of delaying passenger trains by engines or yard drags, Signalman will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

For inbound track, one long, one short, one long.
For Tunnel No. 5 Spur, three short, one long, one short.
For outbound track, one short, one long, two short.

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short.
For Upper Stone yard, two short, one long, two short.
For Lower Stone yard, one short, one long, two short.
Portland Cement Co.'s track, one short, two long, one short.
For Dunham, Carrigan and Hayden Spur...............} one long, one short, one long, one short.
For old eastward track, one long, one short, one long.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, one long, one short, one long.
To Western Division westward, one long, one short, one long, one short.
Movement against current traffic, one short, one long, three short.
For siding, two short, one long, two short.
For drill track westward, two short, one long, one short.
For Harbor Spur, one short, one long, two short.
For Pratt-Lowe Co.'s spur, one short, two long, one short.

SANTA CLARA

Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark Line to signal 1650 feet west of tower.

One sound of siren in tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:

For Newark Line, two short, one long, two short.
For Yard, one long, one short, one long.
Yard to roundhouse, one long, one short, one long, one short.
Yard to San Jose station, three short, one long, one short.
Yard to Santa Clara drill track, one short, two long, one short.
Yard to drill track, two short, one long, one short.
Yard to old team track, one short, one long, three short.

COLLEGE PARK

Limits extend from signal bridge 455 to 466 inclusive on eastward and westward main tracks; from signal bridge 466 to signal located just west of oil buffer spring switch at junction of Milpitas line and roundhouse lead; and from dwarf light signal located 800 feet east of Newhall Street to signal bridge 464 on freight lead.

When a signal governs the approach to a switch and signal is in stop position, and permission has been obtained from signal operator, by telephone to proceed against signal, it must be known that switch is properly lined before passing over.

When moving against current of traffic on westward main track, stop must be made at signal bridge 466 until hand signal received from yardman to proceed. If proceed signal given before stop is made it will not be necessary to stop.

Whistle signals governing routes as follows:

For westward movement to train yard via drill track.......................} one short, two long, one short.
For track 51 to train yard, two short, one long, two short.
For San Jose freight yard, one long, two short, one long.
For Freight Lead, one long, one short, one long, one short.
For Santa Clara, drill track, three short, one long, one short, one long.
For roundhouse, one short, two long, two short.
For Milpitas Line, two short, one long, two short.

SAN JOSE—(Fourth Street)

Limits extend from signals just west of First Street to signal at Fourth Street.

Whistle signals governing routes as follows:

For trains to Freight Yards, one long, one short, one long.
For Passenger Station, one short, two long, one short.
For Security warehouse spur, one long, one short, one long, one short.
For Hunt Bros. plant No. 2, two short, one long, one short.
For Niles line, two short, one long, two short.
For Borchers Spur, three short, one long, one short.
For Hunt Bros. plant No. 1, one short, one long, two short.

SAN JOSE-SANTA CRUZ LINE (Western Pacific Crossing)

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Interlocking derail switches on drill tracks are hand operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663.

Speed on main track must not exceed 30 M. P. H. through limits of plant.

WILLOW GLEN (W. P. CROSSING)

Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

VALBRICK

Limits extend from signal 730 feet west of tower to signal 1000 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate stop, paragraph (c) of Rule 663 will govern.

Switches and derails at east end of siding and to industry tracks are hand operated. Movements over Western Pacific tracks on siding must be made under provisions of Rule 663.

HADLEY TOWER

Limits extend from signal 2591SA east of Tower to interlocking signal located 1050 feet west of Tower.

Signal 2591SA governs movements west on westward main track. Interlocking signal located 1050 feet west of Tower governs movements from eastward main track to single track.

Dwarf light signal, located west of Tower will remain in its most restrictive position and movements against the current of traffic will be made under flag protection.

Signal operators will not be on duty except between the hours of 7:00 A. M. and 11:30 A. M. and 12:30 P. M. and 4:00 P. M. daily except Sunday.

During hours when no signal operator on duty signals, switches and derails will be in position for Southern Pacific main track movements and against Pacific Coast Railway movements. When signals indicate stop, paragraph (c) of Rule 663 will govern.

Telephone is located in Tower.

CENTRALIZED TRAFFIC CONTROL
(Authorized Abbreviation C. T. C.)

Limits extend between San Jose and Lick as follows:

At Lick—Westward from light signal located 700 feet east of end of double track. Eastward to light signal located at clearance point of double track.

On Lick branch, to dwarf signal located at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1,500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1,250 feet west of end of double track.

From Santa Cruz branch, movements governed by signal located 200 feet east of junction switch. Lower signal governs to freight lead and upper signal to westward main track and station tracks.

To Santa Cruz branch from eastward main track governed by lower signal of two indication signal located east of station and from freight lead governed by lower signal of two indication signal located 400 feet west of junction switch.

Movements within these limits are governed by interlocking signals, under control of signal operator stationed in telegraph office at San Jose passenger station.

Interlocking Rules will govern, and supersedes time table and train order superiority.

When a signal governs the approach to a switch and signal is in stop position and permission has been obtained from signal operator to proceed against signal, it must be known that switch is properly lined before passing over.

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 30 M. P. H. in either direction.

MOVEMENTS BETWEEN BAYSHORE AND UNION STOCK YARDS

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined up and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at East portal Tunnel 3 and communicate with other member of crew at telephone at 14th Avenue, indicating that proper protection has been provided on Westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made the switches will be lined as follows: First derail, then crossover switch in eastward main track, then crossover switch in westward main track and last switch from main track to stock track. After crossover movement has been made, line switches in normal opsition, closing crossover switch to eastward main track last. After which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 22 at west end of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied."

When Santa Fe are operating tracks in this vicinity, Southern Pacific crews must make movements to Stock Yards under flag protection.

MISCELLANEOUS

1. Engines with engine tenders of less than 9,000 gallon capacity must have full tank of water leaving San Luis Obispo westward and Santa Margarita eastward.

Eastward passenger trains moving via Los Gatos and having trains with 6 cars or less will take full tank of water at Los Gatos. Trains with more than 6 cars will take full tank of water at Mayfield, and will not be required to take water at Los Gatos or Wright unless necessary for operating reasons.

Engines on eastward freight trains will be given full tank of water at Los Gatos and will avoid blocking street crossings.

10. 1400, 1500, 2400, 3000, 3100, or 3200 class engines except P11 type, must not be used between Vasona Junction and Santa Cruz, except that 2400 class P1 and P3 type may be used between Vasona Jct. and Los Gatos, but must have full tank of water before leaving Los Gatos.

2400, 3000 and 3100 class engines except P11 type, must not be used between Watsonville Jct. and Santa Cruz.

2400, 3000 and 3100 class engines, except P1, 3, 11 type, must not be used between Castroville and Pacific Grove. P1 and 3 types to be used only in an emergency and must not exceed 10 miles per hour where slow boards restrict to 25-18.

19. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as No. 1 is 2.3 miles from Narlon and a spur of 25 car capacity known as No. 2 is 4.0 miles from Narlon.

21. Western Division westward main track between Middlefield Road Crossing and home interlocking signal, located just east of Redwood Junction Tower, will accommodate a train of approximately 39 cars, exclusive of set-out, without interference with movements within the interlocking limits.

Western Division westward trains consisting of not over this number of cars, exclusive of number of cars to be set out at Redwood Junction, may pull rear of train over Middlefield Road Crossing, provided distant signal D-269 is found to be in proceed position, which will indicate that signal operator may permit set-out to be made without interference with other movements within the limits of the interlocking plant; otherwise trains must stop clear of crossing and then pull in with only the cars to be set out.

Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield Road Crossing only when distant signal D-269 is found to be in proceed position.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

SPEED RESTRICTIONS

MT 1, 2, 3, 4, 5, GS1 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT SPEED ON CURVES TO 25 MILES PER HOUR, NOR EXCEED A SPEED OF 28 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

F 3, 4, 5, 6, AND S. P. 1, 2, 3, AC4, 5, 6; AM2, MM2 TYPE ENGINES MUST NOT EXCEED SPEED OF 20 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 25 MILES PER HOUR, NOR EXCEED SPEED OF 25 MILES PER HOUR WHERE SLOW BOARDS RESTRICT TO 30 MILES PER HOUR.

THE FOLLOWING TYPES OF ENGINES MUST NOT EXCEED MAXIMUM SPEED AS INDICATED:

"TW"—"C" 11, 12, 14, 15, 17—"MK" 2, 4—"MC" 2, 4, 6—"AC" 1, 2, 3, 4, 5.................40 MPH
"C" 2 to 10 and 18 to 23 incl.—"F" 1, 3, 4, 5, 6—"SP" 1, 2, 3—"MM" 2—"AM"...............45 MPH
"M"—"T" 1, 2, 7, to 23, 28, 31, 34, 36, SD&A, 20 and 26—"MK" 5, 6, 7, 8, 9...............50 MPH

THE SPEED OF 4000, 4100 AND 5000 TYPE OF ENGINES MUST BE RESTRICTED TO 30 MILES PER HOUR OVER: PAJARO RIVER BRIDGE 92-B, CHITTENDEN; SANTA MARIA BRIDGE 275-C, GUADALUPE

MT-2 TYPE ENGINES (4385-4390) WILL NOT EXCEED 30 MILES PER HOUR AND 4400 CLASS ENGINES 25 MILES PER HOUR OVER PAJARO RIVER BRIDGE, 92-B, CHITTENDEN; SANTA MARGARITA CREEK, 232-D, SANTA MARGARITA; SANTA MARIA RIVER, 275-C, GUADALUPE; ARROYO HONDA, 343-C, LENTO; EL CAPITAN, 350-F, CAPITAN.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPECIFIED SPEED RESTRICTIONS.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Running Light	Switch Engines running under own steam or towed in trains
2-3-4-5-6	San Francisco, Third St. Station—East Portal Tunnel No. 1—1.8 miles	25	25	15	25	20
2-3-4-5-6	East Portal Tunnel No. 1—Bayshore	50	35	20	35	20
2-3-4-5-6	Bayshore—College Park	60	40	20	35	20
2-3-4-5-6	College Park—Signal Bridge 464	45	35	20	30	20
2-3-4-5-6	Signal Bridge 464 to San Jose	30	20	20	30	20
7	Mayfield—Vasona Junction	40	30	20	30	20
7	Vasona Junction—Los Gatos	30	18	15	25	20
7	Los Gatos—Eva	20	15	10	20	20
7	Eva—Santa Cruz	25	18	15	25	20
8-9	San Jose—Willow Glen	50	35	20	35	20
8-9	Willow Glen—End of double track Sargent	60	40	20	35	20
8-9	End of double track Sargent—Logan	50	35	20	35	20
8-9	Logan—West switch, Watsonville Jct. yard	60	40	20	35	20
8-9	West switch, Watsonville Jct. yard—Yard office	45	30	20	35	20
8-9-10	Yard Office—East end of double track, Watsonville Jct. (Eastward track)	30	30	20	30	20
9	Carnadero—Tres Pinos	30	25	15	30	20
10	Watsonville Junction—Salinas	50	35	20	35	20
10	Salinas—M. P. 125	60	40	20	35	20
10	M. P. 125—Soledad	50	40	20	35	20
10	Soledad—San Ardo	60	40	20	35	20
11	San Ardo—Santa Margarita	50	40	20	35	20
11	Santa Margarita—Goldtree	30	18	15	22	20
11	Goldtree—San Luis Obispo	45	18	15	22	20
12	San Luis Obispo—Pismo	50	35	20	35	20
12	Pismo—Guadalupe	60	40	20	35	20
12	Guadalupe—Surf	50	40	20	35	20
12-13	Surf—Santa Barbara	50	35	20	35	20
13	Surf—Lompoc	20	20	15	20	20
13	Lompoc—White Hills	15	15	10	10	10
8	Santa Cruz—Watsonville Junction	30	25	15	25	20
8	Davenport—Santa Cruz	30	30	20	25	20
14	Castroville—Monterey	40	30	15	30	20
14	Monterey—Pacific Grove	25	18	15	20	20
14	Pacific Grove—Asilomar	15	15	10	15	15
14	Spreckels Junction—Spreckels		15	10	15	15
14	College Park—Vasona Junction	40	30	20	30	20
14	Valencia St.—San Bruno via Tanforan	15	15	12	15	15

Where the maximum speed is 35 M. P. H. for engines running light, Class E, P, A, Mt. 1, 2, 3, 4, 5, and GS1 engines may make 40 M. P. H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains and engines must not exceed speed of 15 M. P. H. from interlocking signal limits on Milpitas line to junction of westward main track.

When tender of engine has water capacity of 7,000 gallons or less maximum speed must not exceed 50 miles per hour.

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:

	M.P.H.
With all rods on, hauled in trains	30
When main rod only is removed	30
When side rods only are removed	30
When both main and side rods are removed	20
When all weight removed from any one pair drivers	20
When all weight removed from only one wheel any pair drivers	30

2, 10, 2 and heavier type of engines with main and side rods removed must not be handled in trains and when handled special, a speed of 15 M. P. H. must not be exceeded.

Relief trains with steam derrick	25
Through crossovers, turn outs and on sidings unless otherwise specified	10
San Luis Obispo yard, limits indicated by slow boards	15
La France and Lick Branches	10
San Francisco—San Bruno, yard drags: SW type engines	20
San Francisco—San Bruno, yard drags: Other type engines	35
M. of W. crane 4046 with light end forward	25
Through interlocking plants	With caution

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED OF TRAINS REGULATED THROUGH CITY LIMITS

	M.P.H.
San Francisco—San Bruno Line between 3rd and Valencia Sts.	15
Burlingame trains 72, 34, 69 and 36 (over crossings Oak Grove Ave. to Peninsula Ave. incl.)	30
Redwood City	45
San Jose, unprotected grade crossings	12
Palo Alto (over University Ave. to Lytton Ave.)	20
Gilroy	35
Santa Cruz, Watsonville	20
Hollister	15
Salinas: From westerly city limit signs to Main St.	35
Salinas: From Main St. to Cattleman's Lane	25
Santa Barbara	20

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M.P.	EAST OF	WEST OF	DESCRIPTION
1.3	San Francisco	Bayshore	Mariposa St. Bridge
1.3	"	"	A. T. & S. F. R. R. Crossing
1.5	"	"	Tunnel 1
1.7	"	"	22nd Street Crossing
1.9	"	"	23rd Street Crossing
2.0	"	"	Tunnel 2
3.1	"	"	Oakdale Avenue
3.7	"	"	Williams Ave. Bridge
3.4	"	"	Tunnel 3
4.2	"	"	Paul Ave.
4.6	"	"	Tunnel 4
7.7	Bayshore	South San Francisco	" 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge
46.9	San Jose	Passenger Station	Station Train Shed
200.6	Bradley	Nacimiento	Salinas River Bridge
222.0	Templeton	Asuncion	Road Crossing
232.3	Santa Margarita	Cushing	Santa Margarita Creek Bridge
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	" 7
240.9	"	"	" 9
241.7	"	"	" 10
245.8	Serrano	Chorro	" 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2	"	"	"
251.8	"	"	"
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing
262.7	"	"	Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
275.4	Bromela	Guadalupe	Santa Maria Bridge
279.5	Guadalupe	Waldorf	Road Crossing
318.3	Sudden	Jalama	Tunnel 12
334.4	Drake	Sacate	" 13
335.0	Sacate	Gaviota	Overhead Bridge

SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW

M.P.	EAST OF	WEST OF	DESCRIPTION
3.0	Valencia Street	Bernal	Dolores Street Bridge

VASONA JUNCTION—SANTA CRUZ

M.P.	EAST OF	WEST OF	DESCRIPTION
61.4	Wright	Laurel	Tunnel 1
63.5	Laurel	Glenwood	" 2
65.9	Clems	Tank Siding	" 3
69.3	Meehan	Olympia	" 4
72.3	Felton	Lime Kiln Spur	San Lorenzo River Bridge
73.1	Felton	Big Trees	Redwood tree (side clearance
73.4	Big Trees	Rincon	San Lorenzo River Bridge
74.1	"	"	Tunnel 5
78.2	Eblis	Park Street	" 6

WATSONVILLE JCT.—SANTA CRUZ

M.P.	EAST OF	WEST OF	DESCRIPTION
80.1	Santa Cruz	Seabright	San Lorenzo River Bridge

CASTROVILLE—PACIFIC GROVE

M.P.	EAST OF	WEST OF	DESCRIPTION
113.5	Nashua	Neponset	Salinas River Bridge

AVERAGE TARE WEIGHT OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Under-frame	Wood
Baggage—60 ft.	93,070	....	....
“ —66 ft.	127,610	....	....
“ —70 ft.	122,620	....	....
“ —70 ft. (with Auto.End Door)	125,800	....	....
“ —(Dynamo)	98,730	....	....
“	....	87,120	81,120
Baggage and Mail—60 ft.	103,620	....	....
“ “ “ —69 ft.	124,760	....	....
“ “ “ —70 ft.	129,140	....	....
“ “ “	....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry	....	74,000	60,000
“ “ —G.N.Ry	....	....	70,000
“ “ —A R.E. No. 40- 154	....	78,000	....
“ “ — “ “ 155- 224	....	89,000	....
“ “ — “ “ 500- 506	....	110,000	....
“ “ — “ “ 1101-1175	....	85,000	....
“ “ —P.F.E. “ 500- 799	....	83,000	....
Tea and Silk	....	....	48,180
Express, Horse	133,050	....	81,033
Postal	112,120	....	....
Postal Storage—40 ft	74,530	....	....
“ “ —60 ft	105,120	....	....
Club	146,210	122,300	....
Official	170,700	155,370	109,370
Chair—60 ft	100,620	....	84,740
“ —74 ft	163,900	....	....
Coaches—60 ft	98,130	....	....
“ —70 ft	137,640	....	....
“ —72 ft	139,660	....	....
“ —73 ft	148,040	....	....
“ —72 ft. (Interurban)	120,000	....	....
“	....	....	81,210
All Day Lunch—Chair	105,970	....	....
“ “ —Coach	103,875	....	....
Cafe Coach	....	138,600	....
Diner—70 ft	....	135,930	131,040
“ —72 ft	155,330	146,930	134,530
“ —77 ft. (Arch Type Roof)	156,000	....	....
“ —77 ft. (Clere Story Roof)	161,520	165,530	....
“ —79 ft	169,100	....	....
“ —80 ft	175,200	....	....
Cafe Parlor	148,950	161,200	....
Lounge	173,000	....	....
Observation—75 ft	154,400	....	....
“ —77 ft	173,300	....	....
“	....	141,870	121,300
Pullman—Observation	164,600	153,000	....
“ —Observation Lounge	171,200	....	....
“ —Lounge	168,700	....	....
“ —Parlor	155,600	147,500	....
“ —Bedroom Car	167,600	....	....
“ —Standard Sleeper	164,600	144,000	....
“ —Tourist	140,600	133,000	....
Rail Car—Gas-Electric, 400 H.P.	158,400	....	....
“ —Gas-Electric, 600 H.P.	167,200	....	....
“ —McKeen—55 ft	64,140	....	....
“ — “ —70 ft	71,530	....	....
Observation (Open Top)	....	....	62,000

For Air Conditioned Cars—Add to above weights:

Steam Ejector	11,000 lbs.
Mechanical	10,000 “
Ice Activated (In service)	10,000 “
Ice Activated (Without ice)	7,500 “

SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Mgr.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. H. B. Graham	Aurist.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. Wilbert F. Swett	Oculist.
San Francisco	Dr. John C. Williams	Oculist.
Daly City	Dr. Jos. Butler	District Surgeon.
So. San Francisco	Dr. Edwin I. Bartlett	District Surgeon.
So. San Francisco	Dr. W. H. Musselman	Asst. District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
San Mateo	Dr Alan Benner	District Surgeon.
San Mateo	Dr. Benj. H. Page	District Surgeon.
Redwood City	Dr. Harper Peddicord	District Surgeon.
Mayfield	Dr. Granville Wood	Emergency Surgeon.
Palo Alto	Dr. L. E Phillips	District Surgeon.
Sunnyvale	Dr. Tolbert Watson	Emergency Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. Wm. R. Harder	District Surgeon.
Los Gatos	Dr. R. P. Gober	Consulting Surgeon.
Santa Cruz	Dr. A. L. Phillips	District Surgeon.
Davenport	Dr. R. D. Rood	District Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
San Jose	Dr. D. R. Threlfall	Asst. District Surgeon.
Morganhill	Dr. Karl F. Pelka	District Surgeon.
Gilroy	Dr. R. H. Prien	District Surgeon.
Hollister	Dr. L. E. Smith	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Watsonville	Dr. D. S. Woodward	Asso. District Surgeon.
Watsonville	Dr. L. M. Liles	District Surgeon.
Monterey	Dr. Mast Wolfson	District Surgeon.
Pacific Grove	Dr. H. S. Hoyt	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	Consulting Surgeon.
Salinas	Dr. E. Wiley Reeves	District Surgeon.
Salinas	Dr. Rollin Reeves	Asst. District Surgeon.
Castroville	Dr. C. E. Schultz	District Surgeon.
Gonzales	Dr. L. P. Davlin	Emergency Surgeon.
Soledad	Dr. F. E. Weibe	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. C. R. Kennedy	District Surgeon.
Paso Robles	Dr. Gifford L. Sobey	District Surgeon.
Atascadero	Dr. H. McGarvey	Emergency Surgeon.
Santa Margarita	Dr. Harry J. Coventry	Emergency Surgeon.
San Luis Obispo	Dr. F. R. Mugler	District Surgeon.
San Luis Obispo	Dr. J. B. Butler	District Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. W. D. Sink	District Surgeon.
Guadalupe	Dr. W. C. Conser	Asst. District Surgeon.
Guadalupe	Dr. A. L. Mollath	Asso. District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Lompoc	Dr. L. E. Heiges, Jr.	Assoc. District Surgeon.
Santa Barbara	Dr. Kent R. Wilson	District Surgeon.
Santa Barbara	Dr. C. S. Stevens	District Surgeon.
Santa Barbara	Dr. A. B. Steele	Asso. District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. Wm. H. Johnson	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.71		
	S. P. Co.	10.37	365.08	
End Western Division to San Jose	C. P. Ry	1.51		
	S. P. R. R. Co.	0.69	2.20	
End Western Division to Santa Clara	S. P. C. Ry.		1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
College Park to San Jose	S. P. C. Ry.		1.31	
Total First Main Track				371.24

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	66.81		
	S. P. Co.	10.37	77.18	
Redwood Jct. to Sweeny	C. P. Ry.		1.32	
Total Second Main Track				78.50
Total 1st and 2nd Main Track				449.74

First Branch Track

Campbell to La Franc	S. P. C. Ry.		4.76	
College Park to Santa Cruz	S. P. C. Ry.		33.45	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Surf to White Hills	S. P. R. R. Co.		14.31	
Mayfield to Vasona Junction	S. P. Co.		16.27	
Castroville to Lake Majella	S. P. R. R. Co.		19.60	
Lick to Alamitas	S. P. R. R. Co.		3.84	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
San Francisco to San Bruno	S. P. R. R. Co.		13.18	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.84	
Carnadero to Tres Pinos	S. P. R. R. Co.		18.45	
Total First Track				161.69
Total Branches				161.69
Total All Tracks Coast Division				611.43

RATING OF LOCOMOTIVES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose and San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4	M-63 20/28 126	1615 to 1713	190	2950	....	2550	780	700	1750
M-4	M-63 20/28 135-S								
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	3650	....	3150	990	890	2150
M-9	M-63 21/28 150-S	1804 to 1822, 1828 to 1830, 1836	210	3850	....	3350	1050	950	2250
T-1	T-63 20/26 112	2239 to 2271	180	2650	....	2300	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2299	200	3400	....	2950	860	770	1950
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	4200	....	3650	1150	1050	2500
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	4300	....	3750	1150	1050	2550
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3500	....	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	4000	....	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458	200	4300	....	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477	200	4350	....	3800	1150	1050	2550
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	4600	10000	4000	1200	1050	2650
P-10	P-73 25/30 183/B-63-SF	2484 to 2491	200	4800	10000	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109	180	3700	....	3200	900	800	2100
P-12	P-73 27/28 189-SF	3120 to 3129	190	5050	10000	4400	1250	1150	2900
P-12	P-73 26/28 189-SF		205						
C-9, 10	C-57 22/30 194-S	2513 to 2599, 2750, 2752 to 2860	210	4600	10000	3950	1300	1150	2700
C-9, 10	C-57 22/30 200-SF								
C-8	C-57 22/30 192-S	2698 to 2749, 2751							
C-5	C-57 22/30 187-S	2624 to 2679							
C-5	C-57 22/30 185-S	2680 to 2693							
C-5	C-57 22/30 180	2624 to 2679	200	4100	....	3550	1150	1050	2400
C-5	C-57 22/30 178	2680 to 2693							
TW-1	TW-54 22/26 147	2900 to 2913	180	3500	....	3050	950	850	2050
TW-3	TW-50 20/26 120	2932 to 2945	170	2900	....	2500	800	700	1700
TW-2	TW-50 20/26 118	2947 to 2952							
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	3900	....	3200	1050	950	2250
A-3	A-81 20/28 112-S	3025 to 3071	210	2800	....	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071	210	2900	....	2500	630	550	1700
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	5400	10000	4650	1500	1350	3200
Mk-2, 4	Mk-57 23½/30 222-SF								
Mk-4	Mk-57 23½/30 230-SF								
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	5850	12000	5150	1600	1450	3500
Mk-5, 6	Mk-63 26/28 231-SF								
Mk-5, 6	Mk-63 26/28 233-SF								
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	6350	12000	5550	1750	1600	3750
F-1	F-63 27½/32 273-S	3600 to 3652	200	6700	12000	5800	1900	1700	3950
F-3	F-63 29½/32 297-S	3653 to 3667	200	7600	12000	6600	2100	1900	4500
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	8000	12000	7000	2350	1900	4750
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768							
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	6600	12000	5750	1800	1550	4000
SP-1	SP-63 $\frac{25}{28\text{-}32}$ 316/B-60-SF	5000 to 5048	225	8000	....	7900	2600	2100	5300
SP-2, 3	SP-63 $\frac{25}{28\text{-}32}$ 317/B-61-SF								
Allowance for Empty and Underloaded Cars—M's: Less than 40 M's				6	6	6	3	3	3
40 M's to 50 M's				3	3	3	0	0	0
More than 50 M's				0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}187$

CLASS “C”—Consolidation “T”—Ten-wheelers “Mt”—Mountain Type “M”—Moguls “TW”—Twelve-wheelers “S.P.”—Southern Pacific Type “Mk”—Mikado “P”—Pacific Type “F”—2-10-2 Type “A”—Atlantic Type

COMPANY HOSPITALS

GENERAL HOSPITAL .... San Francisco

EMERGENCY HOSPITAL...Third and Townsend Streets, San Francisco

EMERGENCY HOSPITAL .... Bayshore

Stretchers for emergency use are located at the following stations:—San Francisco (Freight House), Bay shore (Yard Office), South San Francisco, Colma, Redwood Junction, San Jose (Passenger Station), Santa Cruz, Tres Pinos, Watsonville Jct. (Yard Office), Salinas, Castroville, San Ardo, Santa Margarita, San Luis Obispo (Baggage room), Guadalupe, Casmalia and Surf.

TRAINMASTERS

L. KOCHER ....San Francisco
J. M. CARDWELL, Watsonville Jct.
J. W. CORBETT, San Luis Obispo

TERMINAL TRAINMASTER

J. G. SELDEN .....San Francisco

ROAD FOREMAN OF ENGINES

J. Q. DAVIS.......San Francisco

CHIEF TRAIN DISPATCHER

I. J. ONYON.........San Francisco

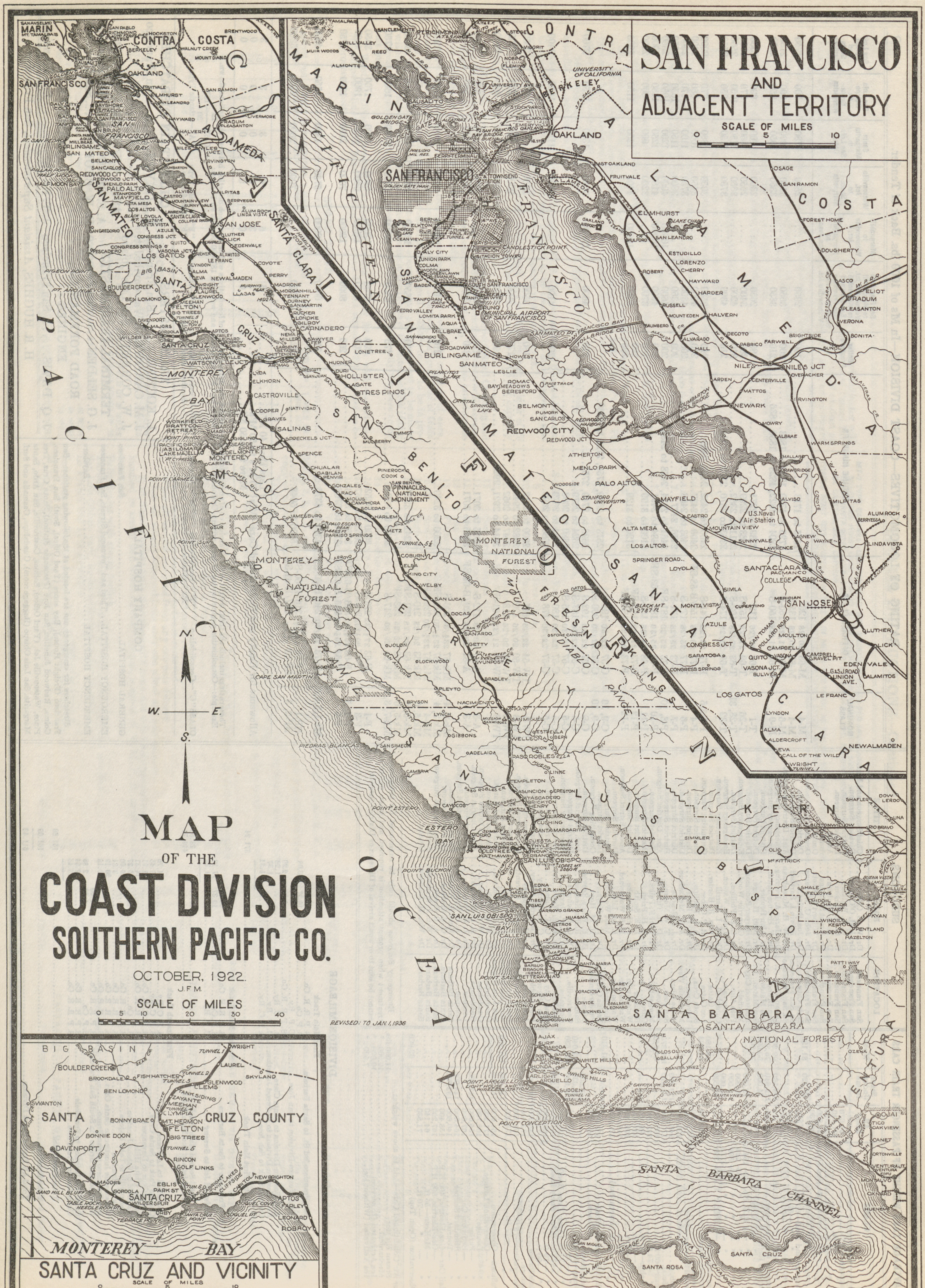
ASST. CHIEF TRAIN DISPR'S

A. S. BRAINARD....San Francisco
D. W. BROPHY .....San Francisco

EXAMINER

J. T. BELL..........San Francisco

H. R. HUGHES, *Assistant Superintendent*, San Francisco


SAN FRANCISCO
AND
ADJACENT TERRITORY
SCALE OF MILES
0
5
10
CONTRA
COSTA
ALAMEDA
SAN FRANCISCO BAY
MARIN
PACIFIC OCEAN
SAN MATEO
SANTA CLARA
SAN FRANCISCO
OAKLAND
BERKELEY
UNIVERSITY OF CALIFORNIA
GOLDEN GATE BRIDGE
SAN FRANCISCO OAKLAND BAY BRIDGE
MUNICIPAL AIRPORT OF SAN FRANCISCO
BURLINGAME
SAN MATEO
REDWOOD CITY
PALO ALTO
STANFORD UNIVERSITY
MAYFIELD
U.S. Naval Air Station
SANTA CLARA
SAN JOSE
LOS GATOS
NILES JCT
PLEASANTON
CALIFORNIA
MONTEREY
SAN BENITO
SAN LUIS OBISPO
SANTA BARBARA
KERN
VENTURA
SANTA CRUZ
SAN JOSE
SALINAS
CASTROVILLE
HOLLISTER
MONTEREY BAY
MONTEREY NATIONAL FOREST
PINNACLES NATIONAL MONUMENT
SANTA LUCIA RANGE
DIABLO RANGE
PASO ROBLES
SAN LUIS OBISPO
ESTERO BAY
POINT CONCEPTION
SANTA BARBARA NATIONAL FOREST
SANTA BARBARA CHANNEL
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
PACIFIC OCEAN
N.
S.
E.
W.
REVISED: TO JAN. 1, 1936
SANTA CRUZ AND VICINITY
SCALE OF MILES
0
10
BIG BASIN
BOULDER CREEK
BEN LOMOND
FELTON
BIG TREES
DAVENPORT
SANTA CRUZ
CAPITOLA
APTOS
MONTEREY BAY
SANTA CRUZ COUNTY

MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40